

AIRFIX magazine

January 1975

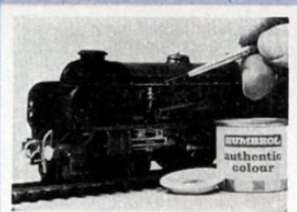
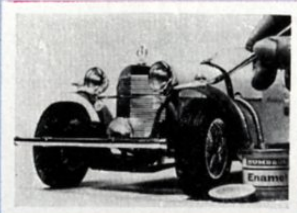
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monthly 22p



in this issue

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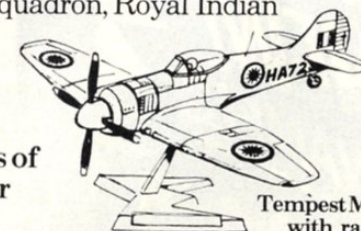


Hawker Tempest sweeps into attack

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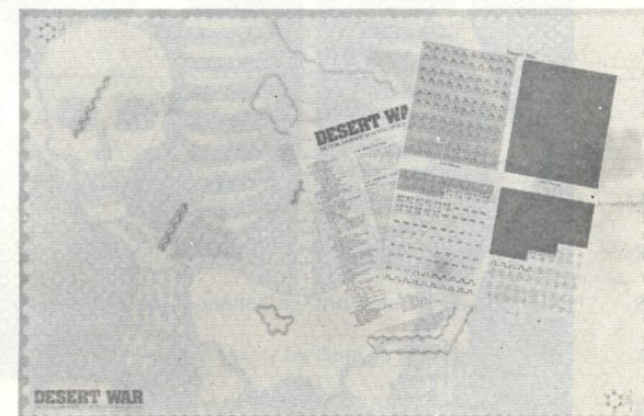
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AIRFIX magazine

January 1975
Volume 16 Number 5

Cover Picture

Once again the Ministry of Defence have managed to provide us with an interesting shot showing that, although the country is at peace, the armed services are still kept pretty busy. Here a maritime patrol Nimrod flies over the Soviet helicopter carrier *Leningrad*, sister ship to the *Moskva* now modelled by Airfix in 1:600 scale. Increasing Russian naval power and influence was well illustrated in a recent television programme, and readers interested in this aspect of modern power play will be pleased to learn that Patrick Stephens Ltd will be publishing a new book on the development of the Soviet navy, written by Admiral of the Fleet of the Soviet Union, S. G. Gorshkov, in the spring (*Red Star rising at Sea*, £5.95).

FOR PLASTIC MODELLERS

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Terry Gander and Neil Crosby

in the air

Looking ahead with Boeing

AT A TIME when product research and development is practically at a standstill in the United Kingdom (with the notable exception of Concorde), looking ahead at things to come is rather a glum occupation for anyone who can remember the huge and expensive programmes of the past.

The largest programme the British industry is involved in at present apart from Concorde is, of course, the MRCA, but at the time of writing the future of this costly beast is uncertain. If the MRCA goes, there will be no major development programme on hand in the UK. At such times it is perhaps salutary to see what is happening elsewhere, in particular, in the United States. This short article sets out to review the current programmes carried out by just one company, albeit the mighty Boeing Company based at Seattle.

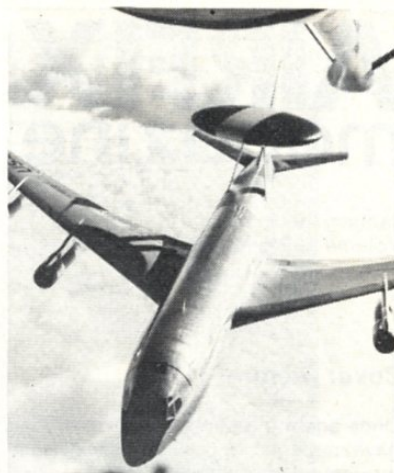
Boeing have always spent a great deal of time and effort developing existing products. Their very successful 707 airframe has been stretched and adapted to suit a variety of roles and at the time of writing is being test flown as an entry for the AWACS (Airborne Warning and Control System) contest. The Boeing entry is known as the EC-137D and the end result will be the E-3A and should enter service in 1975. The first airframes were converted from 707-320B transports and the production version will be fitted with Westinghouse radar, the most obvious component of which is the large 30 foot (9.1 metre) dish aerial above the rear

Model 747 Military Freighter shown with stowable ramp, a British Chieftain and US M-60 tank.

fuselage. When in service the E-3A will provide a constant airborne control centre facility in the event of a conflict which would overwhelm static control facilities. Thus the E-3A will be not just an airborne radar station, but a vital nerve centre of operations.

Another Boeing product that is being developed for new roles is the familiar 747. A 'military' version is under order for the Presidential Flight, but a more rugged and operational version under limited development is the 747MF military freighter. This is a special version of the 747F civil freighter and the military version would differ mainly in having a higher cabin 'hump', more powerful engines, and a possible 'kneeling' nose wheel which would enable vehicles to be driven straight into the aircraft without the need for a ramp or special loading equipment. As an option side loading doors could be fitted, but the loading of freight is intended to be power-assisted to the extent that only two men would be needed to load the massive hold of the 747MF. The maximum cargo capacity is a hefty 283,000 lbs (128,369 kg) which means that such items as tanks would be no problem. As yet the 747F is still in the project stage but its future seems bright.

The above are developments of existing airframes but an entirely new Boeing product, the first for many years, will be their AMST (Advanced Medium STOL Transport) entry. The AMST concept is intended to be the Lockheed Hercules replacement but it is expected that for many years the new aircraft will only supplement the massive Hercules fleet



Boeing 707-320B testbed for the US Air Force Airborne Warning and Control System (AWACS) is shown surmounted by its giant radome assembly. The rotating radome assembly houses a surveillance radar antenna and other electronic equipment.

The Boeing entry is the YC-14, now under development at Seattle and expected to fly in the summer of 1976. The YC-14 has been designed from the outset as a truly STOL transport and has many novel and advanced features. The two General Electric CF6-50 engines will be mounted above the wing and as well as supplying the main propulsion will also supply air for the Upper Surface Blowing powered-lift system for low speed handling. This system will enable the aircraft to make very slow approaches and also short take-offs at all altitudes. Even on rough fields the YC-14 will be able to take-off and land in under 2,000 feet (610 metres).

The Boeing entry is in direct competition with a McDonnell Douglas product but the Boeing team is confident of success in the eventual fly-off. Tanker, ambulance, drone-carrying and possible civil versions are envisaged.

One of the most valuable contracts now being sought after in the USA is that for the Bell UH-1 'Huey' military helicopter. The USAF are running a competition for a UTTAS (Utility Tactical Transport Aircraft System) which will eventually replace the Huey in service in a wide range of roles, and the Boeing entry, one of two finalists, is their YUH-61A.

This twin-engined helicopter has many advanced features, not the least of which is the use of a hingeless rotor system using four fibreglass rotor blades. Access for maintenance is very good and the basic airframe can be easily adapted to suit a wide range of roles. The first military version should have flown by the time this is in print, but a parallel development is the civil Model 179 which can carry from 14 to 25 passengers depending on the degree of space required for each. It is claimed that the cost per seat mile is less than that of 'comparable' helicopters so the Model 179 should have a rosy future. The YUH-61A and Model 179 are both produced by the Boeing Vertol Company based at Philadelphia.

Also under development by Boeing Vertol is the XCH-62 Heavy Lift Helicopter (HLH). This advanced heavy-lifter has been developed using the vast amount of experience gained from the long production run of the CH-47 Chinook, but while the XCH-62 will have twin rotors in a similar configuration to the Chinook, the number of engines will be increased to three. These engines will be Allison XT701-AD-700 gas turbines and will enable the XCH-62 to lift a wide range of very heavy loads. Among these loads will be containers for it is intended that in future up to 80 per cent of all Army loads will be carried in containers for ease of handling. Up to 35 tons payload can be carried for short distances, and such loads will of course be external.

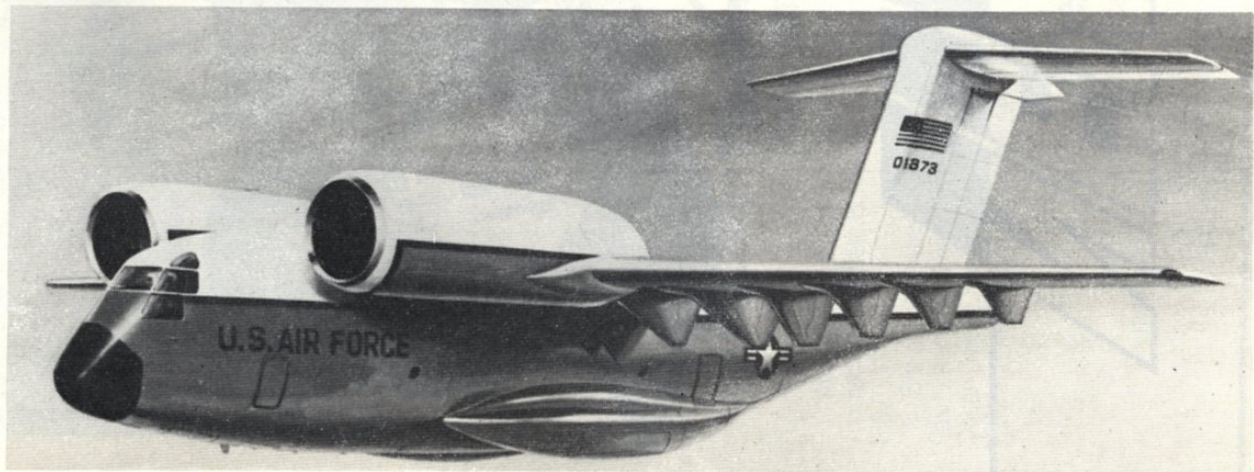
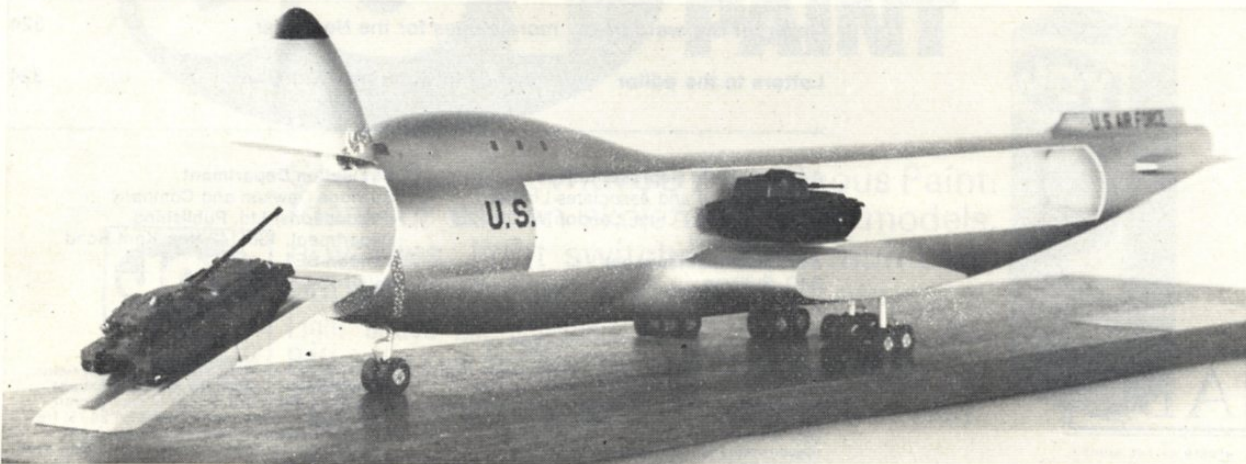
A crew of four will include a load crewman seated in a special compartment facing to the rear for the accurate control of the load. Length of the XCH-62 will be 162 feet 3 inches and all-up weight will be 118,000 lb, but there would appear to be considerable stretch potential. The first aircraft is scheduled to fly in the late summer of 1975.

The above is by no means a complete list

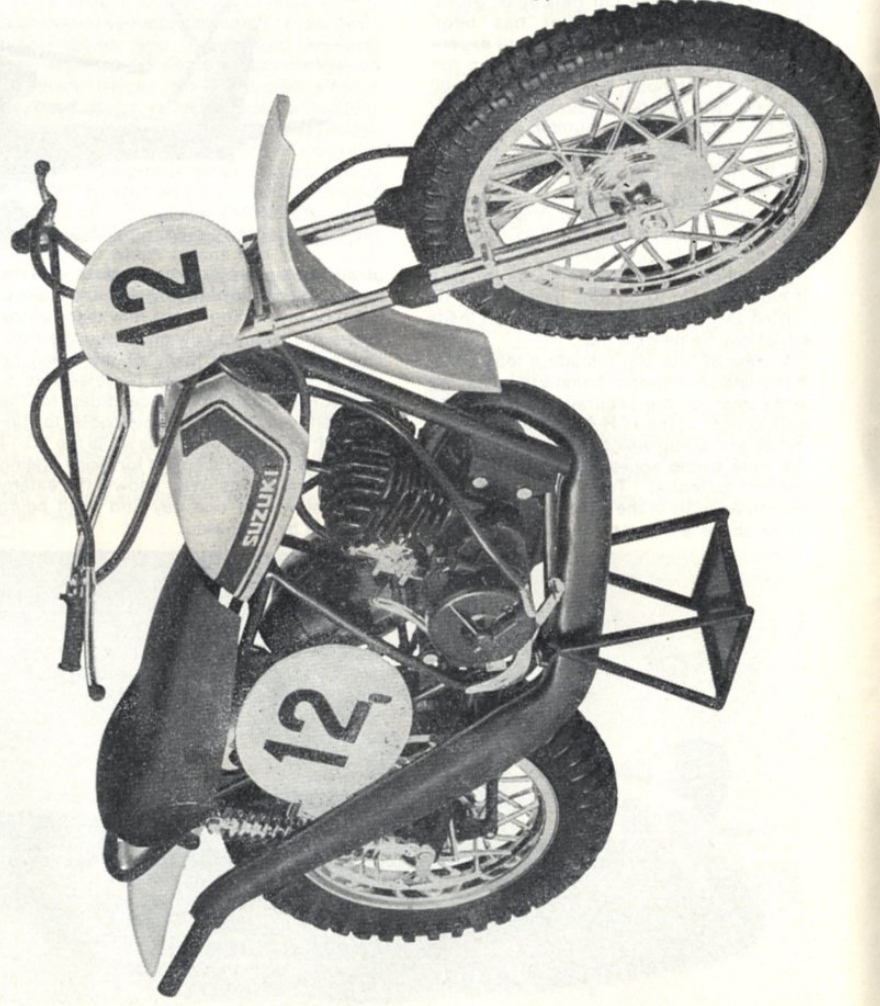


of all Boeing projects but it does give an idea of the scope of their vision and energy. It will be interesting to see how many of the above projects actually end up in the front line and also how many of them will be issued in time to our own depleted forces. The XCH-62 is an obvious candidate for the long-felt need for a heavy helicopter to support Harrier-type operations while the YC-14 is an obvious replacement for many ageing military transports. Who knows, the elderly Shackleton may one day find itself being replaced by an E-3A!

Top Boeing's heavy lift helicopter shown in an artist's impression of a gap crossing mission installing assault bridging. Above Boeing's YUH-61A Utility Tactical Transport Aircraft System. Below artist's impression of the YC-14 STOL aircraft also under development.



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Suzuki TM-400J Cyclone 1/8 Scale.

A beautiful new motor cycle kit from Airfix. The Suzuki TM 400J Cyclone has dominated the 500cc Moto-Cross world championship for the last three years. Roger Da Costa of Belgium won the prize in 1971, 1972 and 1973 on a special factory tuned model.

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The Sd. Kfz. 222 equipped Wehrmacht units throughout the Second World War. It was armed with a 2cm high-velocity anti-tank gun and a MG34 machine gun. Armour thickness varied between 6.5 and 8.5mm and in service an anti-grenade netting was fitted over the exposed turret top. A crew of three was carried. Popularly known as the Kubelwagen, the

military VW type 82 was developed from the commercial VW by Dr Porsche. Very much the workhorse of the German army, the Kubel was used in a multiplicity of roles. These Airfix models are perfect in their detail and offer alternative markings for either the desert version or the Soviet front version. A driver, CO, and three German soldiers are included.

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She spent her early childhood at Hever Castle, Kent, and then in the French court of Queen Claude. She returned to England in 1522 and went to the court of Henry VIII at

Greenwich. Eleven years later she became Henry's second wife and bore him an only child—Elizabeth I. Anne was beheaded at the Tower in 1536.

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More figure conversions from Sid Horton

THE FIGURE WHICH is the subject of this month's conversion is for me, perhaps more than any other in the painting, symbolic of the unfortunate circumstances in which the Light Brigade found itself, namely, that of a blinded man blundering his way into an enemy, not knowing its whereabouts, strength or disposition, and failing in one of the prime functions of the Light Cavalry, which has always been that of reconnaissance. But this appears to have been sadly

Portion from Lady Butler's painting of the return from Balacava showing the figures modelled so far in this series — the dazed hussar featured in October, the light dragoon trooper bending over his dead or wounded horse described in November, the wounded light dragoon being supported by a comrade featured last month, and the blind man described in this article (illustration reproduced by courtesy of the City Art Gallery, Manchester).



lacking (on both sides) in the Crimean War. Neither side knew for any certainty 'what was on the other side of the hill' and, in some cases, it appeared, it couldn't have cared less!

Lord Cardigan had, earlier in June, while still at Devna, attempted a reconnaissance patrol (which consisted of one squadron each of the 8th Hussars and the 13th Light Dragoons, and some Turkish Cavalry) forward through marshy and sandy unknown country — their purpose to find where the Russian Army had withdrawn to from Silistra, and their (the Russians') next move, whether planning to attack Varna or a further withdrawal.

Most contemporary writers, and this follows right through to today, have as is usual, where Cardigan is concerned, been most disparaging and called this 'The Sore Back Reconnaissance', one of the exceptions among later day writers being Piers Comp-



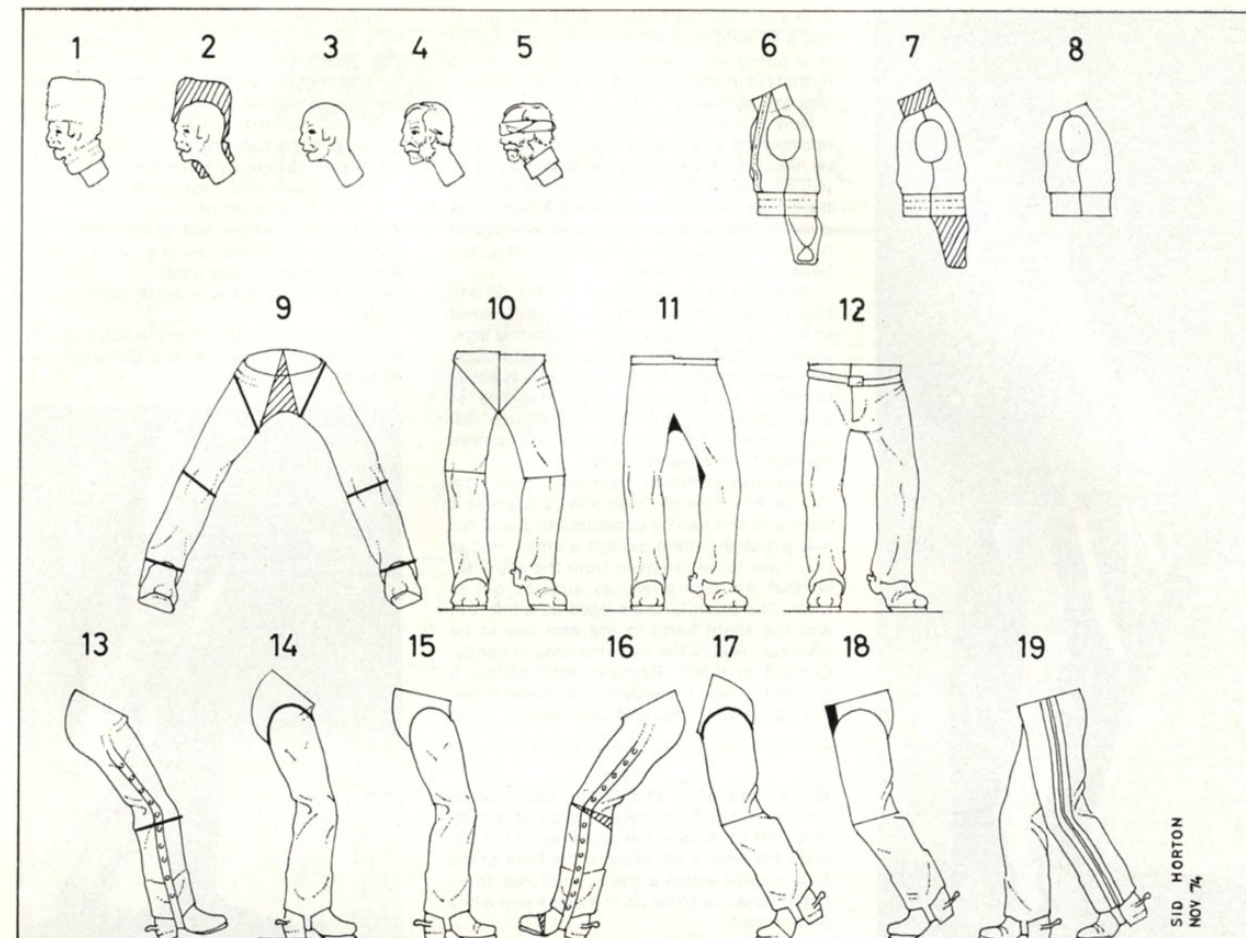
Close-up of the head with bandage made from thin plastic card as described in the text.

ton in his book *Cardigan of Balacava* (published by Robert Hale & Co, 63 Old Brompton Road, London SW7, price £3.20), which I honestly recommend. He views in a more balanced and dispassionate way the whole affair as a military necessity which achieved its object of finding the whereabouts of the Russian Army, albeit at some cost to the horses.

The patrol covering 330 miles in just 16 days and of which Lord Raglan was 'very much obliged' to Cardigan for the facts he ascertained, these being — the direction of the Russian withdrawal and, also, that the countryside was deserted. 'These are important facts which it is very desirable I should be acquainted with and, I hope that the fatigue that you and the squadrons have undergone in obtaining the information will not prove injurious to your health and that of the officers and men under your orders', said Raglan.

To come back to the conversion — the kits used are the Airfix Hussar and Scots Grey. From these kits, the parts you will need to work with are the head, two right arms and one left hand from the Hussar, the body and legs from the Scots Grey, haversack from the Grenadier Guard, or any other which suits, and sword No 228 from the Historex spares list.

Take the head from the Hussar kit, and carefully carve away the busby to the now familiar bald headed shape. Carve away the collar, being careful to preserve the shape of the neck, as shown in drawings 2 and 3, and generally clean up the moulding. The face can be slightly altered for the same reasons that I gave last month. Build up the hair with Green Stuff (Squadron Green Putty) applied in small amounts (I use a darning needle held in a pin vice) and work up into a hairlike texture while still wet. Don't overdo this. Remember that hair was kept reasonably short at this period of time and the last thing you want is a load of figures with Afro-style haircuts who look as if they have been dragged through a hedge backwards. The side whiskers and moustache can also be worked up in a similar fashion.



The bandages around the eyes of this unfortunate are made from a strip cut from the 5 thou plastic card supplied with these kits. This is cemented in place across the bridge of the nose, using Mek-Pak or a similar liquid adhesive. It is then pulled around the head with a gentle but firm pressure which stretches the plastic (be very careful at this point so as not to break the plastic, otherwise you will have to start all over again) and helps it to follow the contours of the face, the hollows around the eyes being a most desirable feature, otherwise it will look like a piece of cardboard wrapped around the head and not the soft cloth it is supposed to represent. A knot at the back of the head has then to be faked up using the same plastic card. Place the head on one side for the time being while you concentrate on the rest of the figure.

Take the body from the Scots Grey kit and cement the two halves together. Allow to dry thoroughly before continuing. Now carve away all the raised decoration down the front of the coat and around the waist belt. Sand smooth. Carefully, using a razor saw, remove collar and coat tails, shown in drawing 7. Place body on one side.

Take the legs from the Scots Grey kit and carve away the raised stripe and button

Two views of the completed figure on a temporary base.





is raised, how the hands stretch out, etc. It will also help to confirm to any member of your family who happen to catch you doing it that you are as mad after all as they thought you were.

Now piece together the parts using the information you have gained and with a little help from the drawings and photographs you should be able to produce the legs for the figure. So much of this work has to be done by 'eye' and, using your knowledge of human anatomy, all you need for that is, as I have just said, a mirror.

When the legs are thoroughly dry, fill any slight gaps with body putty and sand smooth. Try the body for fit on to the legs, checking that the figure has that all important lean forward. If it does not, this is easily remedied by removing a small wedge of plastic from the front waist, of the top of the legs. Cement the body in place and cement the legs to a temporary base.

Take two identical right arms from the Hussar kits. One of these will be used as a right arm and can be cemented in place. No real problems there except a small wedge may have to be removed from the shoulder so that the arm stretches straight out in front. The other is to be used as a left arm and the slight bend in the arm has to be reversed. Again, the mirror comes in handy. Cement in place. Remove both hands. A search through the spares box (never throw any part away) should enable you to come

When completing this figure, don't forget that he is hardly in 'parade ground' condition. Unfortunately, the mid grey of the figure's trousers is so close to the tone of the brown earth which actually 'muddies' them that it does not show up in a black and white photograph.

Sword belts and slings are cut from the 5 thou plastic card and a Historex sword No 228 cemented to them using Mek-Pak. Finished! Now, all you have to do is paint the figure and as everyone has their own style and technique, I will only, as is my habit, give the colours.

Coatee — navy blue, white collar and cuffs, white pouch and haversack belts, black pouch, brass buttons.

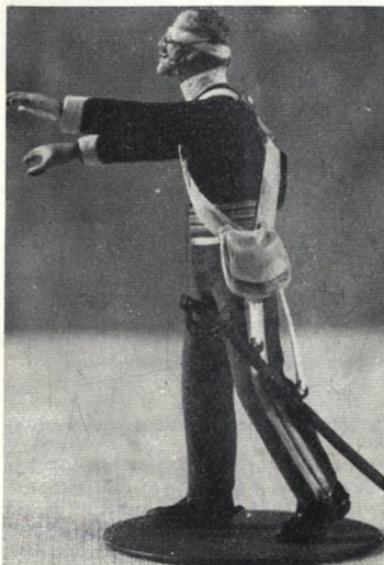
Waist belt — yellow, red, yellow, etc.

Overalls — mid grey, double white stripe.

Boots — black. Spurs steel.

Sword belt and slings — white. Scabbard — steel.

NB — Blood — to avoid the ketchup red, mix with dark brown just enough to take the edge off the scarlet. □



detail from the sides of the overalls. Also, at this point, carve away any mould lines and flash. Sand smooth. Cement the legs together and allow to dry thoroughly, preferably overnight, before the major surgery begins.

Carefully, using a razor saw again, and drawing 9 as a guide, remove the shaded area around the crotch and make the diagonal cuts right through the hip bones, shown in drawing 9 from the front and drawings 14 and 17 from the respective sides. Saw right through both legs at the knee. The cuts allow the 'bow' to be taken out of the legs. Also saw right through both ankles to allow the feet to be repositioned. So, now you have all the component parts and are ready for the difficult task of putting them all back together again in a convincing stance.

Now a small tip which may help you. I find it a good idea to pose in front of a mirror. Go on, pretend to be blinded. Close your eyes and walk slowly towards a mirror, feeling your way with your arms stretched out in front of you. Then stop, open your eyes and look at your reflection. Study the balance of your figure, where the weight is, how the figure leans forward searchingly, which hip

up with two suitable hands. Open the fingers slightly, by cutting down between them with a sharp blade and separating them gently.

Cement the arms and head to the body. Allow to dry thoroughly, then fill any slight gaps with Green Stuff and, when this has dried out, sand smooth. A new collar has to be fabricated from 5 thou plastic card, but this is simple.

The pouch and haversack belts are cut from 5 thou plastic card supplied in these kits and the same technique as was used for the bandage is used again, but this time cement the pouch belt to the top of the left shoulder, using Mek-Pak or a similar liquid adhesive. Allow to dry.

This should only take a few minutes, then, with a firm but gentle pressure, pull the belt around the figure, stretching it slightly to follow the curves of the body, cementing it in place as you go. Repeat for the haversack belt. This means that the belts will fit the contours of the body perfectly and not stand away from the body, as though made from some hard material, as is so often seen on model figures. After all, the pouch belt was cut to a curved pattern, so that it fitted the body.



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Finnish Storchs and Lysanders

Colourful variants from the Airfix 1:72 scale kits by **Christine Wood**

THE WESTLAND Lysander and the Fieseler Fi 156C-1 Storch had a lot in common. Both flew for the first time in the same year, 1936. They were built and used for similar purposes — army co-operation, liaison, single passenger transport. But of course, they served on opposite sides during the war. The Lysander is perhaps best remembered for the support it was able to give to the Resistance, and for dropping and picking up spies. The Storch quickly became the Luftwaffe's maid-of-all-work, an odd-job aircraft, and later marks were used as field ambulances.

The Finns bought two Storchs from the Germans in 1939, coded ST-112 and ST-113 (notice how the code letters on Finnish aircraft are usually a direct reference to the type, usually the first two letters. Thus, CU=Curtiss Hawk, KH=Kittyhawk, MS=Morane Saulnier, and so on.)

Both aircraft served throughout the Winter War (see *Airfix Magazine* for June 1973 and March 1974 for details of the Finnish wars against Russia) with the First Air Regiment, in an army co-operation role, and during the Continuation War they were employed as transport at Air Force Headquarters. One was lost during 1945, but the other survived the war, and was with the Communications Flight, Airforce Signal Platoon, until 1960.

Finland purchased 11 Lysanders, ten Mark 1 and one Mark 2, from Britain in 1939, although records show the codes to have been LY114-LY125, which makes 12. Can anyone explain the discrepancy?

So, as often happened in the Finnish Air Force, planes of different nations, them-

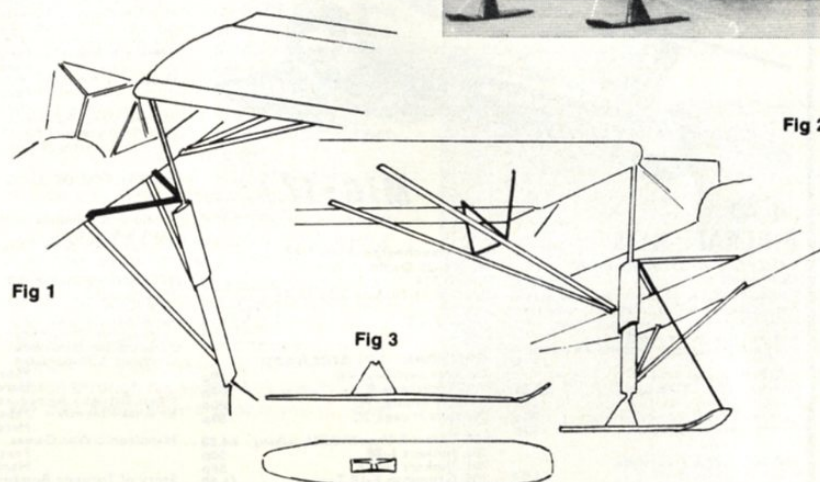


Fig 1

Fig 2

Fig 3

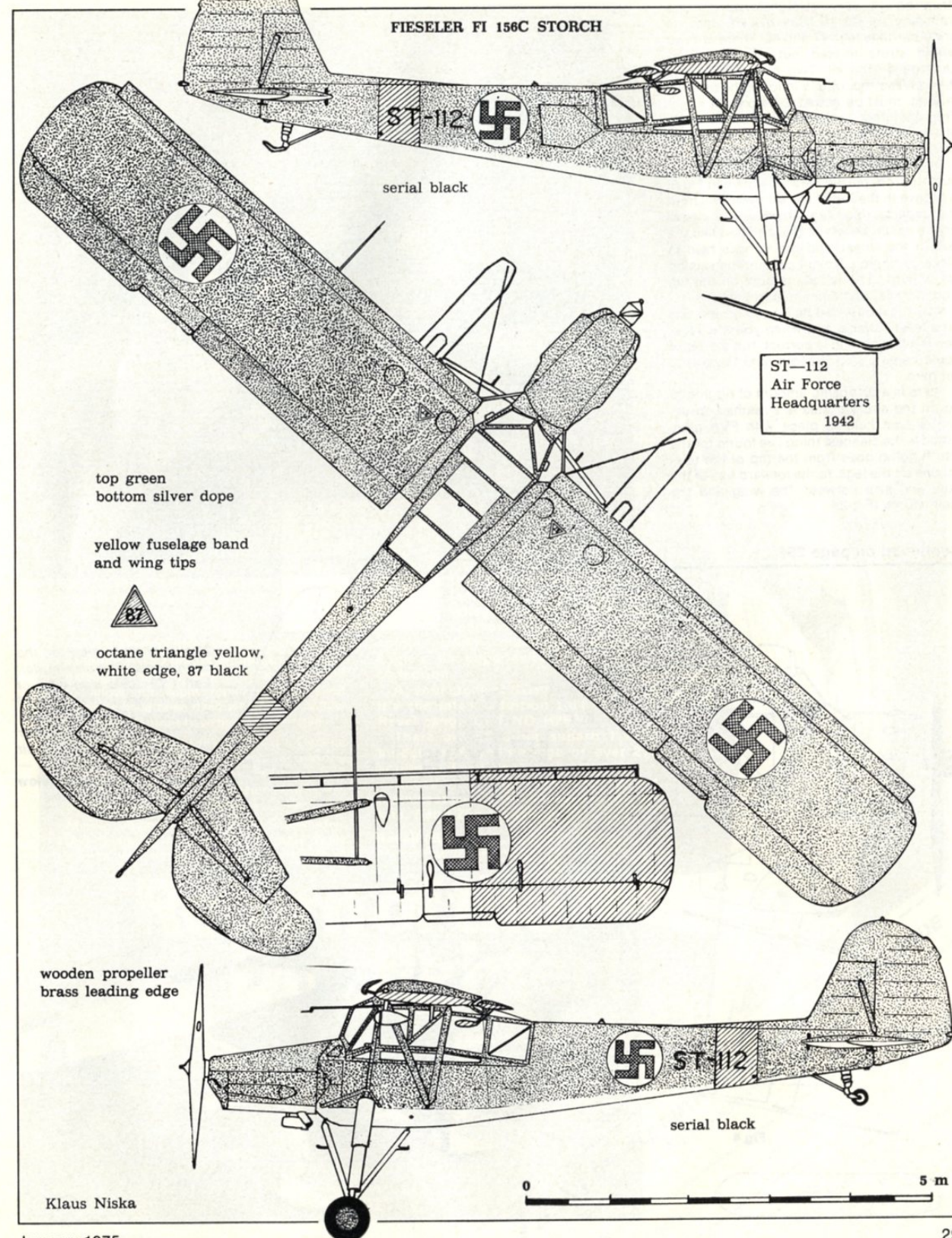
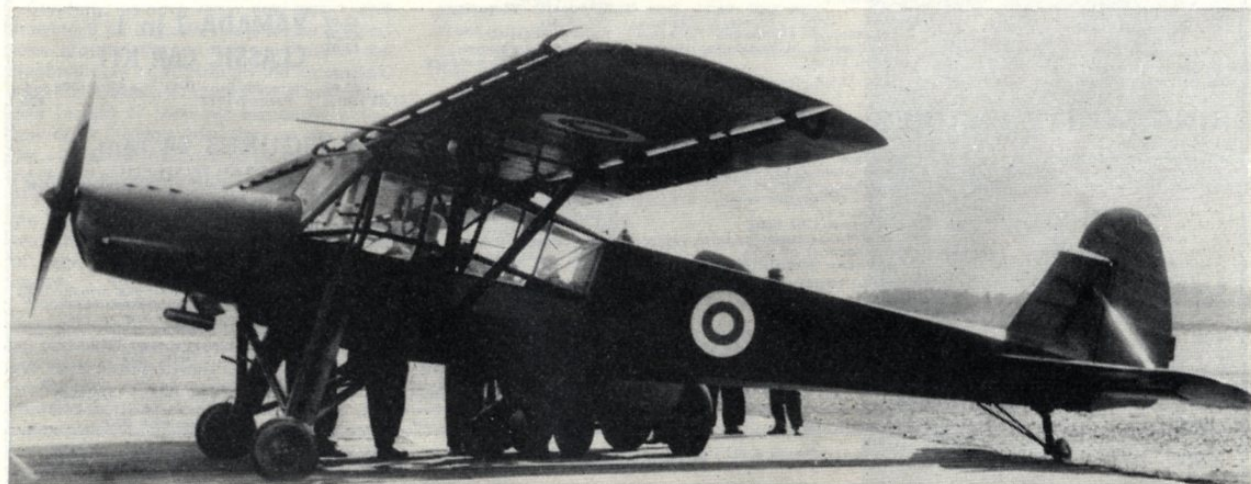
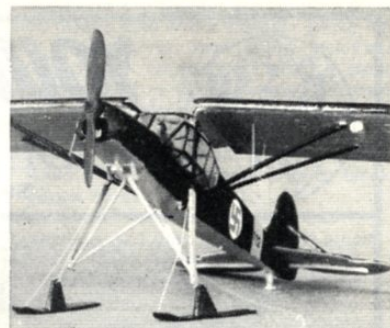
selves at war, found themselves flying side by side in the same markings.

The Lysanders served during the Continuation War with the 14th and 16th Squadrons, and after the war with the 21st Fighter Squadron. Six were lost in 1941-42, one during 1943, and two during the final Russian offensive of 1945. Two (or three?) survived the war.

Storch

The model of the Storch represents ST-112 mounted on skis during the winter of 1942. It has no winter camouflage. Con-

Top completed model Storch with skis. Above Fig 1 new struts (black), front 1/2" long, rear 1/4". Fig 2 starboard under wing. Heavy lines show rigging. Note new struts. Fig 3 ski profile and plan, actual size for model. Below post-war photo of Fi 156 ST-112 (Kalevi Keskinen).



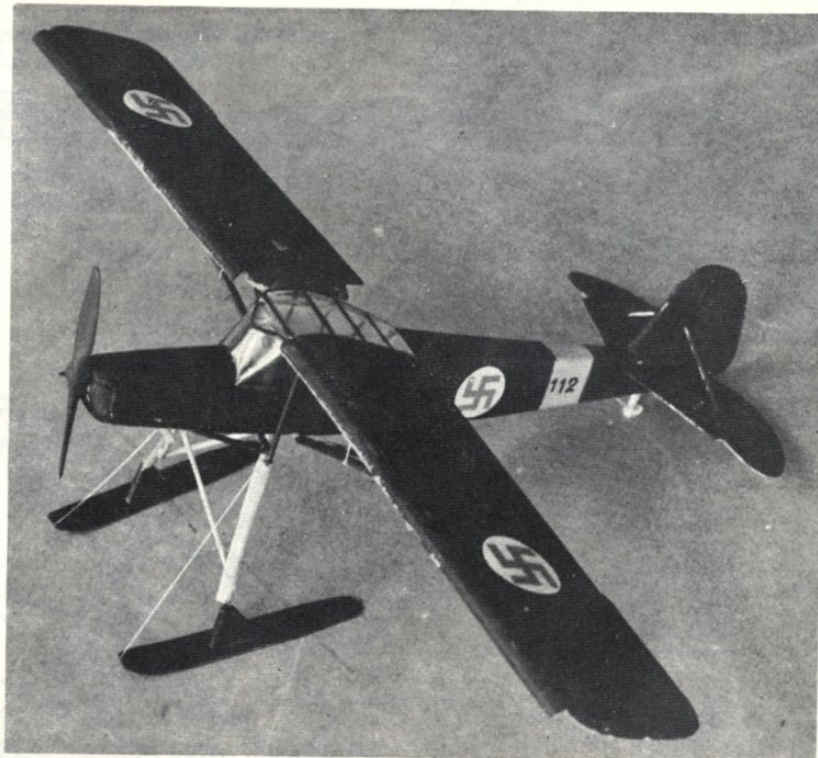
struction is very straightforward. Use transparency No 16 from the kit, and the undercarriage legs 47 and 48. There are two whole struts missed out of the undercarriage on the kit. Two new struts of 30 thou plastic rod, one 1/2 in long, the other 1/4 in long, must be added as shown in Fig 1. They are joined to the fuselage on the angle of the side and bottom, and to the undercarriage leg at the top of the telescope.

Omit the wheels and tailskid. The skis are built up from plastic card as shown in Fig 3. A groove in the top of the ski pylon will hold the undercarriage leg. There was a sleeve on the actual ski which the leg fitted like the hub of the wheel, and the ski was held in place by rigging. Do not cement the skis on yet, though. The tail ski is built on the leg from part 51, and cemented in place.

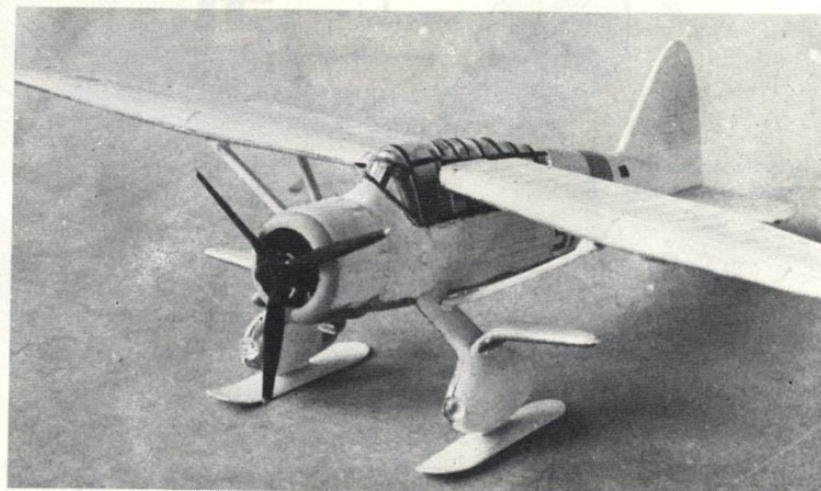
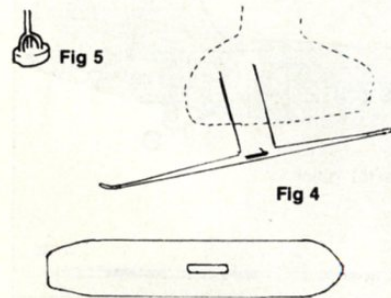
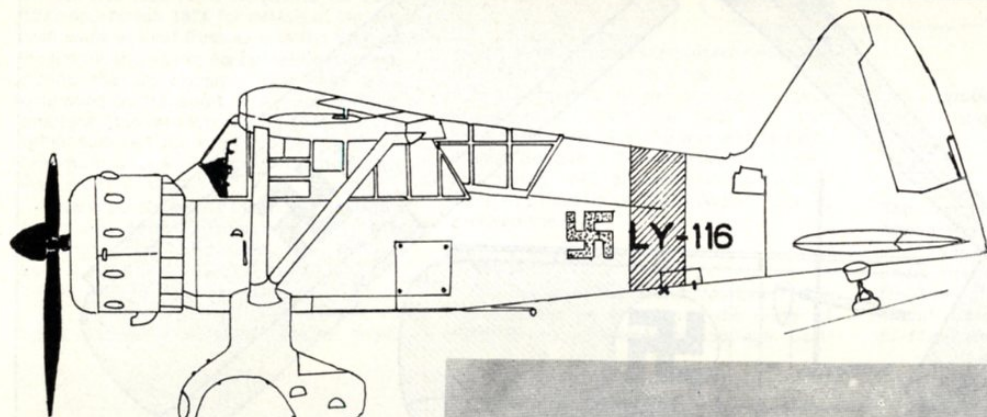
Now the model can be placed on the skis on a level surface, and when you are satisfied the positioning is correct, run a drop of liquid cement into the join, and leave it to set hard.

There is a surprising amount of rigging to go on the aircraft. This is stretched sprue, and is best held in place with PVA glue, which is the cleanest thing I've found for the job. Rigging goes from the top of the telescopes on the legs, to the forward tips of the skis, and also between the wing and the main struts. (Fig 2.)

Continued on page 294



Above another view of the completed Storch model. Left 1:72 scale side view of Lysander Mk 1 LY-116 of 16 Squadron, 1943. Fig 4 working drawings for Lysander ski — trim top of leg to fit inside spat. Fig 5 tailskid — see profile drawing. Below author's Lysander model.



The F-15 Eagle, described as the "best, most manoeuvrable fighter ever built" is the first pure air superiority fighter to be developed for the USAF since the F-86 Sabre of 1948. High performing, heavily-armed, agile enough to perform 5g turns which would rip most aircraft to pieces, the F-15 has been designed to fulfil one specialist role; to rule the skies during the late seventies and early eighties. In simple terms, a dogfighter.



First requirement for a new air superiority fighter came from the USAF in 1965. Known first as the FX project, McDonnell-Douglas won the formal design competition and Pratt and Whitney the contract for the turbofan power units. Air superiority requires a combination of performance, avionics and weaponry, and McDonnell-Douglas made some 500 design studies of features for the aircraft. High speed agility was of prime importance. The need to save on weight, cost and complexity ruled out a variable-geometry layout, but twin engines were adopted for survivability. Multiple control systems will keep the F-15 fighting in the face of battle damage, and the engine is module-built to allow for rapid repair. Off-the-shelf avionics have been used wherever possible, and flying controls have been kept simple.

Main weapon for the F-15A is a General Electric 20mm Gatling gun mounted in the right hand wing root. The new Philco-Ford 25mm gun — 6,000 rounds per minute! — will be fitted to the second Air Force wing. Missile armament is a mix of 8 Sidewinders and Sparrows and the Navy's new Agile may be adopted later. Just as important as

the impressive array of weaponry itself is the Hughes APG-63 "dogfighting" attack radar which gives the pilot a continual flow of information and calculations for air-to-air combat.

The USAF has made some proud claims for the F-15. They say it will out-climb, out-maneuvre and out-accelerate any MiG now or in the next decade. In simulation exercises against a MiG-25 Foxbat the Eagle has proven superiority with either gun or missiles. Even assuming that Soviet missile technology is further advanced, the F-15's manoeuvrability will still give it a clearly-defined edge.

The Eagle made its first flight at Edwards Air Force Base on July 27th 1972 and by the end of 1973 eleven were involved in test flight studies. Fully operational deployment should be attained during 1976. The Eagle, with its smooth flat surface area painted "air superiority blue" looks every inch a lethal weapon. The dogfighter has returned.

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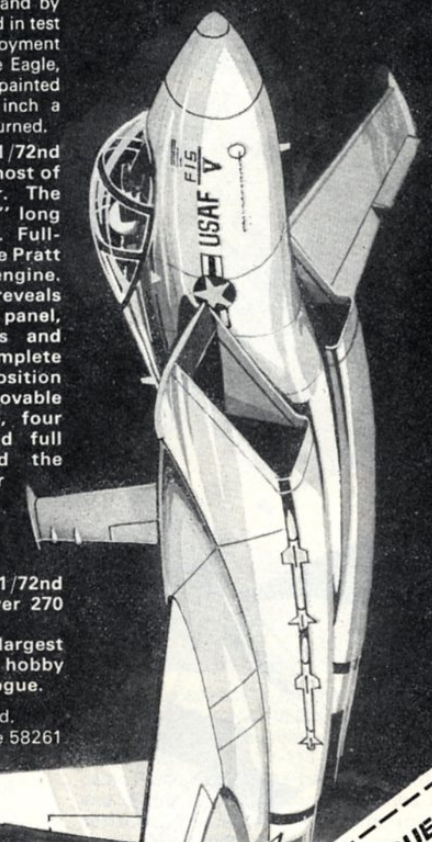
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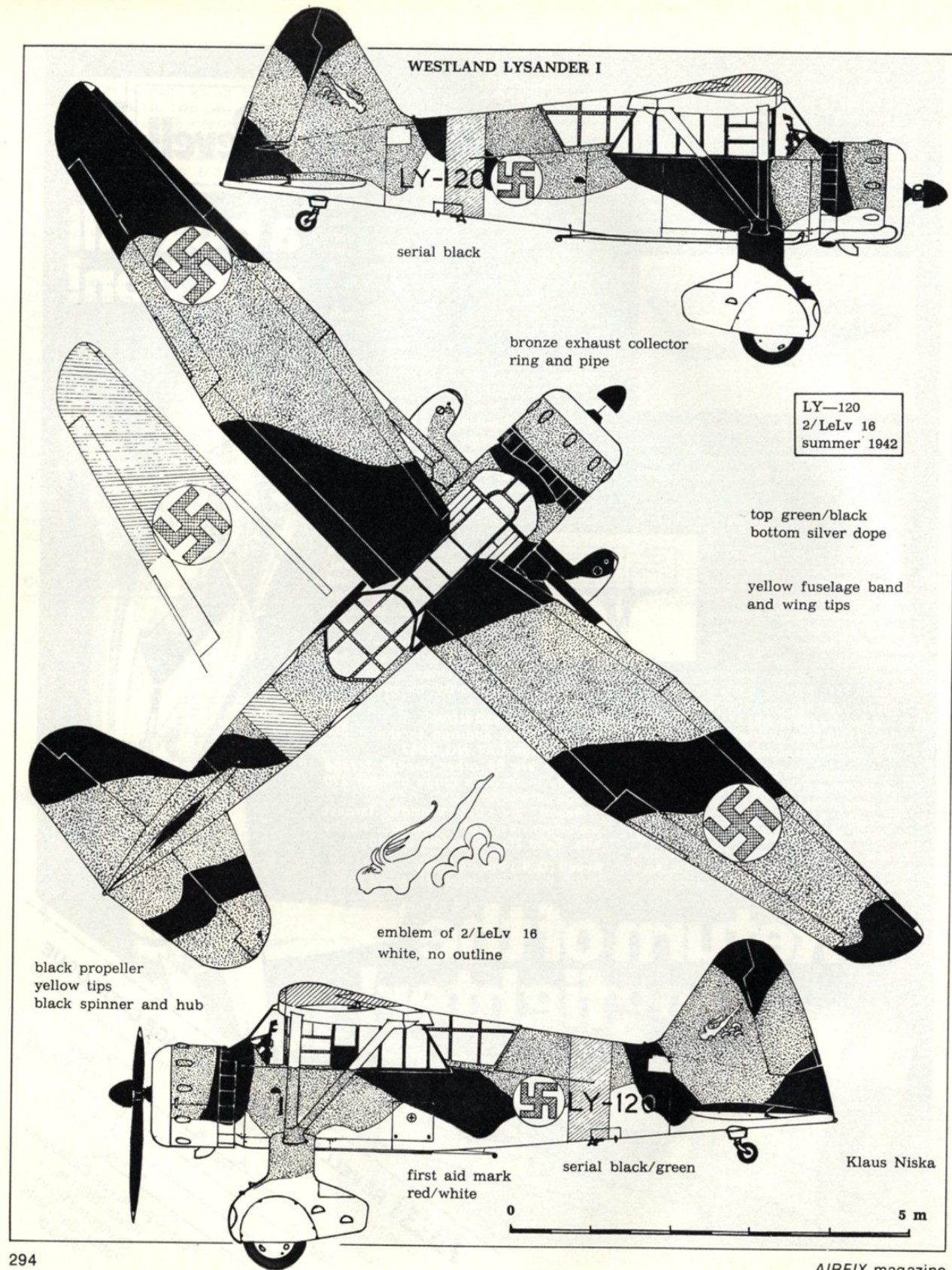


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Continued from page 292

Painting

Top surfaces, green. Airfix matt green is a better match than Humbrol if you don't use an 'authentic' shade. Undersides, silver dope. A mixture of silver and matt white is very effective for this. The wingtips and fuselage band are yellow. The undersurface colour intrudes on to the top side of the wing slots giving an uneven effect, and on the wing tips, where the paint has worn off. The skis are black.

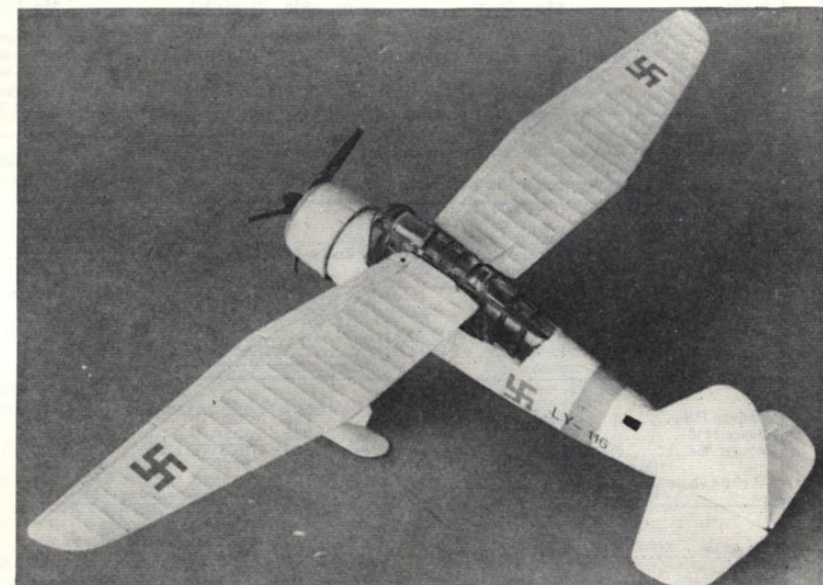
PS! Before moving on to the Lysander, it's worth pointing out that the passenger supplied in the kit looks as German as a knapwurst. Poke about in the spares box and find something a bit less Teutonic.

Lysander

The Lysander kit needs less modification than the Storch to make a decent model.

Above right Lysander 1 LY-118 of 16 Squadron, August 1942 (Kalevi Keskinen). **Right** another view of Christine's model. **Below** Lysander 1 LY-120, photographed in camouflage finish illustrated in drawings opposite (Kalevi Keskinen).

Ron and Christine Wood have now had their first baby, and I am sure all our readers will join in congratulating them, but the arrival means that this will be the last Finnish Air Force article. Readers wanting to pursue this theme further should acquire a copy of Kalevi Keskinen's excellent book, *Suomen Ilmavoimien Lentokoneet 1939-72* (Aircraft of the Finnish Air Force 1939-72) from him at PB 117, 00131 Helsinki 13, Finland.



LY-120, the subject of the main illustrations, would make a colourful enough model with just a new colour scheme. But I chose the version with skis. LY-116 is in its winter camouflage, which was normal silver dope and yellow undersurfaces, and white top-surfaces. This white was quite roughly applied, and did not cover the green and black underneath, and the result was rather patchy. Sorry if this offends your aesthetic sense, but believe me it is authentic!

For this version, leave the wheels off, and make a pair of skis from card, like the ones for the Storch. Fig 4 gives the right shape and size. The curious little tailskid is made from thicker card, on three little struts of thin rod or stretched sprue (Fig 5).

Painting

Over the white top surfaces, the yellow band (used on all Finnish aircraft, irrespective of camouflage) is added, and then the serials are applied, in green. These and other markings are available as dry print transfers.

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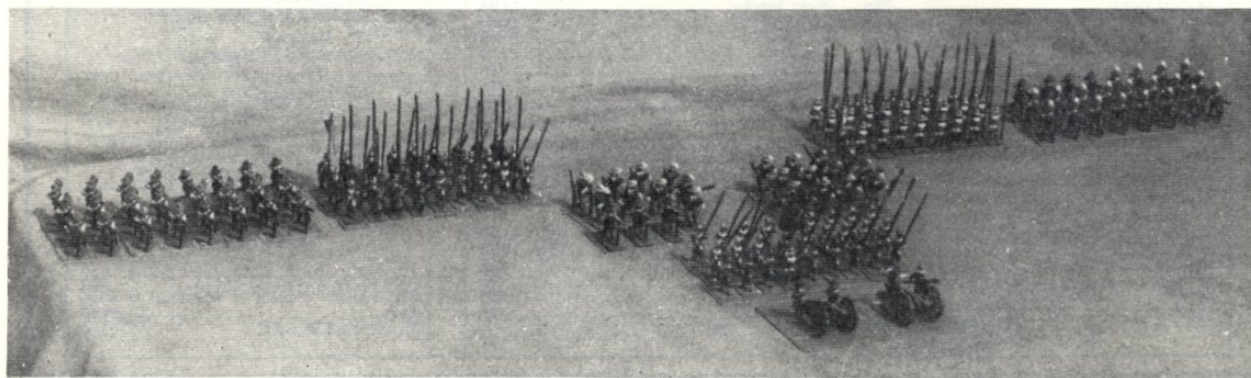
Part 20 — the Swedish army

THE SWEDISH ARMY was borne of the struggle against the Danes, which in the 1520s became a national fight for independence, successful with the crowning of Gustavus Vasa in 1523. The Swedish infantry of these wars were drawn from the peasantry, who from early times were obliged to possess 'folk-weapons' for national defence, and who showed themselves tough adversaries even for professional soldiers, as at the battle of Brunkenberg in 1471, where they were able to mount a successful assault on a strong position even after two bloody repulses. Their arms were mainly crossbows and assorted pole-weapons.

Cavalry were provided by the nobility, whose obligations in this respect were regularised by Gustavus Vasa; the horsemen provided were half heavy (full-armoured lancers) and half light. Gustavus also supplemented the infantry with mercenaries, but found Swedes cheaper to hire than foreigners, and thus like his successors tended to rely on an army of his own subjects, giving the Swedish forces already their distinctive 'national' stamp in what was generally an age of mercenary forces.

Under him, and his successor Erik XIV, a system developed whereby the infantry were largely drafted, one man in ten from the peasantry aged 15 to 44 having to serve on a semi-permanent basis. Noble cavalry were supplemented by volunteers (farmsteads supplying man and horse escaping both draft and land-tax). Unlike infantry, who were billeted or kept in garrisons, cavalry seem to have gone home in time of

Wargame figures by Miniature Figurines from the author's collection arranged to show the front half of a Swedish Brigade formation (each figure represents eight men, two deep).



George Gush

renaissance warfare

peace. The system did not work entirely satisfactorily until Gustavus Adolphus' time, and ambitious plans, such as those of Erik or Gustavus Adolphus, still called for the employment of mercenaries also.

Swedish 16th Century infantry were organised in a 'Fanika' (ensign or company), which could be of varying composition and size, as these examples from Gustavus Vasa's time show:

Daten	1552	1552	1556
Halberds etc	4	29	19
Firearms	183	69	210
Crossbows	499	506	223
Totals	686	604	452

These are largely of missilemen, and Gustavus Vasa, who tried to increase the use of pikes, which he introduced to Swedish service, met a great deal of resistance, the soldiers preferring missile weapons. Erik XIV had the same problem.

Erik was an extravagant and unbalanced monarch, and was quickly deposed (1568). However, he not only once more involved Sweden in external war, but also showed himself one of the first 16th Century military reformers to try to apply the principles of classical military writers to the new conditions of war.

He attempted to standardise the infantry Fanika at about 500 men, with the composition shown. Twelve formed a regiment, but in battle they were drawn up spaced out in two lines as shown, with two of the five 'quarters' of each Fanika detached as a 'forlorn hope' or screen — a disposition to some extent anticipating Maurice of Nassau's battalions. Equipment was supposed to be standardised also, with pikemen wearing helmet, gorget, corselet and armour for

the arms, the shot having helmets and long or short arquebusses.

The cavalry 'Fana' (cornet) was standardised at 300 men (in five 'quarters', of which one formed a reserve). The heavy cavalry retained three-quarter armour but were equipped with two pistols, the lighter ones having arquebusses. Both were formed in near-square formation, 15 ranks deep, and employing caracole tactics.

Probably these plans had limited success in practice; certainly the effects were temporary, Erik's successor John III again allowing the proportion of shot to rise at the expense of pikes. Infantry companies fell to about 300 men, and the composition of a 2,000 man force of 1573 is probably fairly typical — 45 per cent pikes, six per cent halberds, 38 per cent arquebusses and 11 per cent crossbows (the latter evidently a favourite weapon, since it was retained so late by the Swedes. Gustavus Vasa had increased crossbow production, and by this time most were of steel).

By the 1590s, the musket began to replace the arquebuss, but pikes were still relatively in short supply and war against the Poles in open terrain at the end of the century showed this up and forced the Swedish musketeers to protect themselves against the cavalry with sharpened stakes, later formalised as 'swine-feathers' (known elsewhere as 'Swedish feathers').

Gustavus Adolphus

When, in 1611, the 17-year-old Gustavus Adolphus inherited a throne, an army, and three wars, his forces could not match the quality of the professional soldiers of Denmark or Poland, the recruitment of the Swedish forces was imperfect, and their battle-organisation on an improvised and temporary basis which did not conform to their administrative arrangements.

The young king, however, was already well-versed in the military lore of the ancients, and was also acquainted with, and influenced by, the Dutch example (especially after his meetings with John of Nassau in 1620). With the practical experience of his wars with the Russians, Poles and Danes, the King evolved by stages a highly effective system of organisation, equipment and training, which, with his own generalship and gallantry (he was wounded 13 times — an unusual record for a supreme commander, even in the 17th Century!),



a pikeman of Erik XIV's reign in half armour. b crossbowman of the earlier 16th Century. c arquebusier of Erik XIV's reign. Note widely worn fur-trimmed hat. He may be wearing a 'jack'. d Swedish soldier of early 16th Century. He wears a pot helmet and may have a breastplate. His odd trousers look almost like cowboy 'chaps'. As well as his peculiar 'knavelsput' he bears a very large sword — prob-

ably a two-hander. e 30 Years' War musketeer wearing a very wide skirted buff coat, trimmed in red, and very floppy boots. f Scot in bonnet, I think trows, and sleeveless buff coat. g pikeman, probably end of 16th Century although frilled sleeves seem to have lingered among the Swedes as late as the 30 Years' War. h 'Swinefeather' or Swedish Feather. Note attachment for resting musket barrel.

the same period in morion and corselet. He wears a long-skirted buff coat and winter boots. i Scot in bonnet, I think trows, and sleeveless buff coat. j pikeman, probably end of 16th Century although frilled sleeves seem to have lingered among the Swedes as late as the 30 Years' War. k 'Swinefeather' or Swedish Feather. Note attachment for resting musket barrel.

two-Squadron strength), a few 16 companies

As usual, discipline and training were probably more significant than the precise type of organisation, and Gustavus army excelled in both respects.

The national basis gave a firmer foundation for discipline than in most contemporary armies, and religion reinforced this. Though all denominations were tolerated, the army had its own preachers and every man was issued with a prayerbook. Though there was no flogging, punishments were severe, including the 'gatlopp' (the origin of 'running the gauntlet') and death for such offences as 'despising divine service a third time'. In these respects as in others the Swedes provided a model for the later armies of Cromwell and the Covenant.

The tactics of the Swedes were a further development from the Dutch model. The musketeers, drawn up only six ranks deep, were trained both to fire by countermarch, two ranks at a time, and to 'double the files', extending into three-deep formation to deliver concerted volleys, every man firing at once, the front rank kneeling, the second crouching and the third standing upright.

To the weight of fire which this gave (it enabled Scots musketeers at Leipzig, 1631, to break an attack by Imperial cuirassiers by their fire alone) was added the fire of up to 12 light regimental guns attached to each brigade — a much closer combination of artillery and the other arms than previously attempted. After abortive experiments with copper and leather 1½ pounders had been dropped (unkind Germans accused the hungry Swedes of having eaten these weapons!) Gustavus' Scots artilleryist Sandy Hamilton evolved light 3 pounders, which with the aid of pre-loaded cartridges could fire (usually 'hail shot') more rapidly than the musketeers, while keeping up reasonably well with an infantry advance (they were, incidentally, Bofors' guns).

A 'fire-shock' was thus achieved, to be exploited by the Swedish pikemen, trained to charge in after a volley rather than passively defend the 'shot'. They could then fall back to allow the musketeers a second volley (volley-firing of course meant a fairly long interval between bursts of fire). Michael Roberts, in *Essays in Swedish History*, points out that the offensively-minded Gustavus had actually increased the proportion of pikes compared to that in the essentially defensive Dutch army. However, it must be pointed out that the actual pike strength in the Swedish army was below the



Another view of part of the author's Swedish army.

theoretical — in the Thirty Years' War by up to 25 per cent — whereas the musketeers were much closer to their establishment (perhaps the earlier Swedish anti-pike attitudes persisted?).

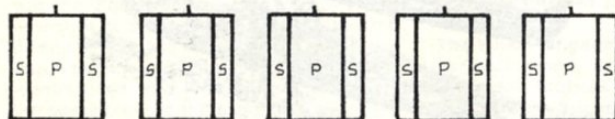
Infantry equipment was also improved, though some of the more radical innovations attributed to Gustavus appear to be mythical. So far as possible musketeers were given uniform weapons, probably firing a ball of ten to the pound, as in the Dutch army, and in the later part of Gustavus' reign Swedish-made muskets were shortened (to 1.2 metres overall). This, with a lighter stock, cut the weight by about a third (judging by weapons in the Stockholm Armemuseum).

Gustavus did not achieve complete standardisation, nor did he go over to flint or wheel-locks, the majority of Swedish weapons retaining the matchlock, which was more reliable and more within the capabilities of Swedish lockmakers.

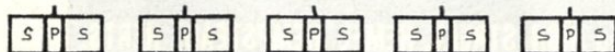
Though he abolished the 'swine-feather' Gustavus did not, as is often said, abolish the musket-rest (though 'commanded' musketeers may have dispensed with it). Much the same applies to his reputed shortening of Swedish pikes to 11 feet. This error seems to arise from the 11 foot *partisans* which were carried by the King's Lifeguard of Foot (one company), and possibly also by the Household Regiment, in place of pikes.

Swedish regulations originally called for pikes over 18 feet long, and a 1619 Order only reduced them to 17 foot 6 inches, though some were probably unofficially shortened by those who had to carry them.

Musketeers were supposed to wear an open helmet, and carried the usual sword and bandolier with 12 cartouches, while pikemen had helmet, gorget, corselet, and originally thigh-pieces or short tassets, though these may have often been omitted. Officers carried *partisans*, and up to the Thirty Years' War were distinguished by gilded gorgets; under-officers of pikes carried pikes, while those of musketeers carried *partisans*.



Line of 'Fanikas' in action with their 'forlorn hope'. (The units of this had about 20 pikes, 20 halberds, 42 short firearms, 126 longer ones. The complete *Fanika* had about 191 pikemen, 74 halberdiars and 213 shot).



TO PACK a little more punch and ensure the opposition kept their heads down, the German Hanomag SdKfz 251 troop carrier was adapted to carry a battery of six 28/32cm rockets. The rockets were fired from their transport crates which were locked complete into adjustable brackets, three on each side of the SdKfz 251. The brackets pivoted in plates attached to a tubular framework built up onto the fighting compartment of the '251. This extremely simple device gave a much needed boost to the firepower without detracting from other uses of the vehicle as the installation was light and, not being subject to recoil forces when fired, it did not impose any additional strain on the vehicle.

In action the rockets were carried in the vehicle or on accompanying lorries until required when the '251 was 'aimed' in the direction of the intending target and the brakes applied. The rockets and crates were loaded on the clamps and the calculated elevation adjusted and locked as required. The firing connections were made and the crew retired ten or 15 metres to convenient cover for the actual firing.

My model is based on the Fujimi kit which is made up as the instructions for the 251/1 version, although the Hinchliffe model could equally well be used. Incidentally, I mounted the spare Pak 36L from the 251/10 version onto an Airfix Bren Carrier to produce a typical extemporised self-propelled mounting. A few of these were converted by the Germans on captured 'Brens', the gun and shield being mounted on the engine deck behind the driver. Reference to photographs will give you enough information to do this little quickie also.

Having constructed and painted the tracks and wheels of the '251, the tubular framework is built up as the drawings using suitable plastic rod. I first made up the side rectangles with flat plates from plastic card. Note the stepped position of the mounting plates, lowest at the front.

Photographic evidence shows more than one spacing for the side frames and I have therefore included an alternative to the one I made. The side frames can be hung on the hull when dry — note though that the support tubes do not go right across the hull except at front and rear. Painting can then be completed.

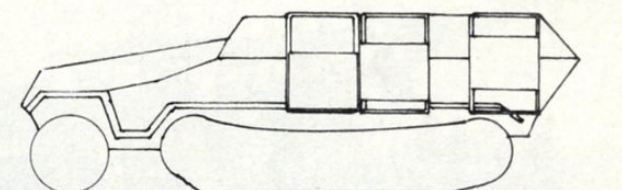
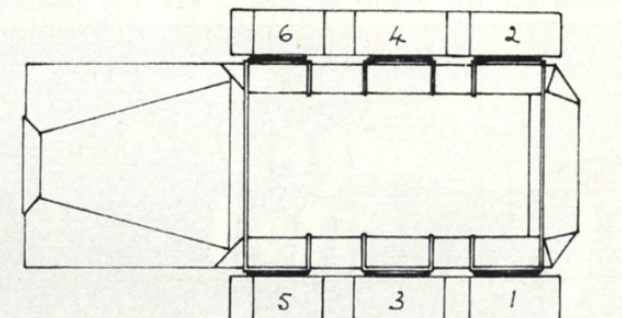
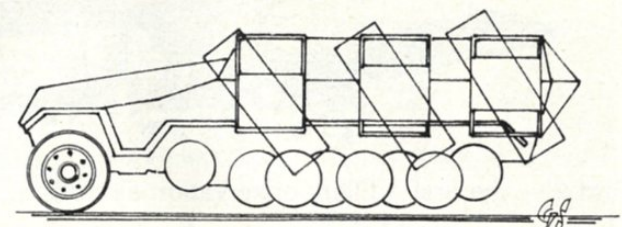
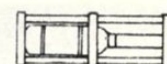
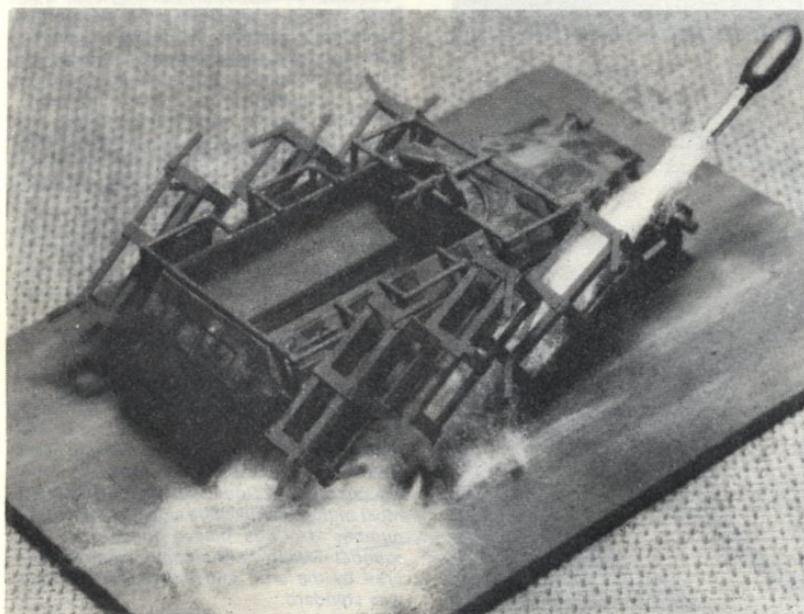
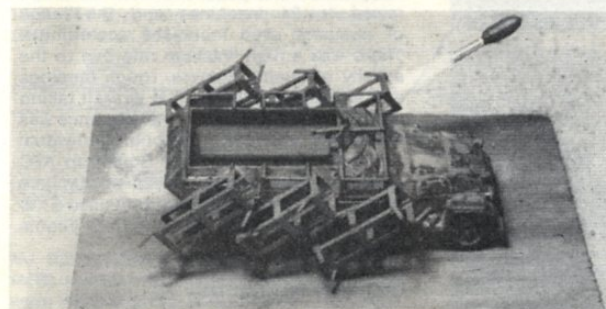
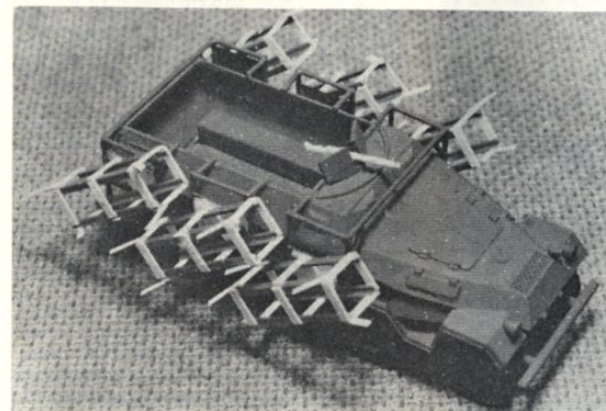
The crates are made from 3/64" Plastruct angle and Microstrip. Cut off 24 lengths of the angle to the size shown on the drawing and 72 lengths of Microstrip to the width of the crate. These are then assembled to make twelve identical sides which are subsequently joined with the rest of the Microstrip length to make up the six crates. A few spares can be made up to show discarded by the side of the vehicle. A full complement of rockets can be fitted or the model shown with some fixed and others to go. I decided to make mine up firing its last round and for this it was mounted on a simple balsa wood base.

The rocket, which was carved from spare sprue, was mounted on a length of plastic rod to which Kapok was cemented to simulate smoke and this was all fixed into a hole drilled in the base. The completed vehicle was 'threaded' over the rocket until it stood

AIRFIX magazine

Rocket-firing Hannomag

1:76 scale conversion project
by Gerald Scarborough



Above 1:76 scale drawings showing (top) the bomb assembly; side and top views of Hannomag with rocket racks on the sides; and side view showing a different possible configuration for the rockets. Left the top photo shows the model before painting, illustrating the crate construction, while the other two show the finished model with 'firing' rocket.

in the correct position. Note the firing order if you should display the model part discharged. The crates can be mounted to the side plates with an elevation between 5° and 45°, and I found it easier to add the four legs to each crate after they were on the vehicle.

These SdKfz 251 half-tracks fitted with the SWR 40 saw wide range usage in Russia, especially at the siege of Stalingrad, but they were also encountered in Tunisia, Sicily, Italy and in North West Europe so there are plenty of variations of colour schemes from which to choose. My own model is in dark grey with dark green camouflage over-painted in random patches.



Part 2 — the first artillery observation aircraft

THE RE8, ARRIVING at the Front from the end of 1916, became the standard Army Corps machine and daily, weather permitting,

droned over the lines to spot for gun batteries within their allotted Army Corps area. They transmitted in Morse to the



battery using letters in a recognised code for 'over', 'short', 'on target', etc, but could not themselves receive, except visually from signals made on the ground. Another prime task was photography for trench map making and for intelligence purposes.

Squadron markings

To distinguish one squadron from another in the air, each squadron was allotted from GHQ, RFC, a simple marking to be carried in white on the khaki-green doped fabric fuselage sides of their aircraft. The allotted markings are illustrated and the captions give the period of use for each marking.

On March 22 1918, the day after the Germans launched their last and most formidable offensive, it was decreed that all markings would be obliterated as a security measure to prevent enemy intelligence gaining a picture of the order of battle. Due to the intensity of operations at the time, it was a few days before some units carried out this order.

Within the squadron, the aircraft were given individual letters or numbers. When the first squadrons arrived they were organised into three flights of six aircraft and the number range was thereby 1 to 18. In April 1917 the aircraft establishment was raised to 24 machines and the range of numbers used increased accordingly. There was a high wastage rate due to the activity of enemy fighters, rough landings and anti-aircraft fire, so that aircraft taking up any letter or number in the sequence was constantly changing. Although individual numbers were used, No 3 Squadron AFC used individual letters instead of numbers for a period, and No 59 Squadron used A1 to 6, B1 to 6 and C1 to 6 for A to C Flights respectively.

General markings

Although designed by the Royal Aircraft Factory, only a few RE8s were built in the government factory, the majority coming from six firms that received contracts for quantity production. Roundels were marked fairly consistently; apart from the early RAF-built models with roundels well inboard, the roundels were, with their thin white outlining, taking up the full wing chord and were inboard by only some three inches from the wingtips.

Unlike some other types of aircraft in service at the time, serials were practically restricted to the fin, but in various styles according to the manufacturer. Later in service, after re-covering or re-building, a

Top and centre port and starboard views of RE8s of No 16 Squadron showing their broad bars, the rear of which encircles the fuselage. In this case, individual numbers are placed aft of the roundel and are repeated on the fuselage top decking. Left RE8 marking close-up. Because the long zig-zag of No 52 Squadron marking covered most of the rear fuselage side, the individual number '14' was placed forward of the roundel. Destiny is the name given the aircraft by the crew and the weight marking was standard.

new styling might be applied. Towards the end of the war, RE8s were marked with the serial both in white on the rear fuselage and in black on the fin.

RE8 at work

The RE8s were the backbone of Army Co-operation. To quote from 10th Brigade Communiqué of September 15 1918:

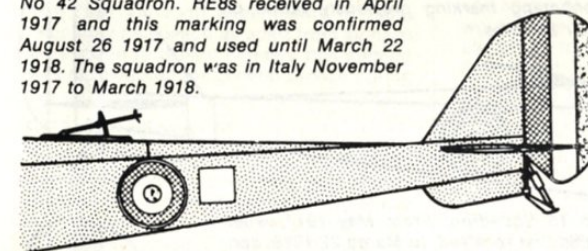
'A pilot and observer of No 42 Squadron took 15 excellent oblique photos of their Corps front line from 900 feet. The series was taken scientifically without a break, each picture overlapping the next. Another pilot and observer of No 21 Squadron ranged 31 rounds with a 12-inch howitzer; 2 OKs and 3 Y's were obtained causing two large explosions and a fire. The target was reported as having been absolutely destroyed.'

So, day-by-day for two years, some 15 RE8 squadrons had daily sent out their aircraft on Army co-operation missions. In October 1917 alone the Corps machines, RE8s and AW FK8s (subject of next month's

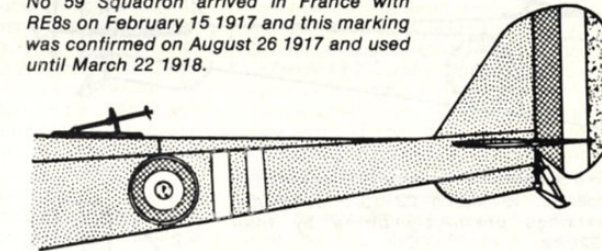


No 34 Squadron's A3474 shows thin strokes for both sloping bar unit marking and individual number. The serial number on the fin is outlined in white in the styling of Siddeley-Deasy built RE8s. The weight warning markings, being in black, are not so apparent as in the picture of Destiny.

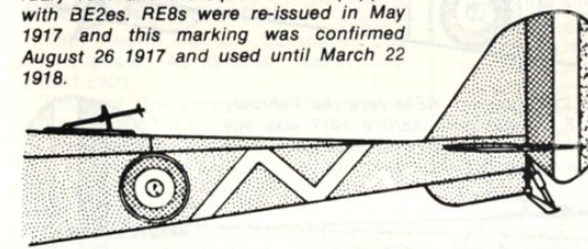
No 42 Squadron. RE8s received in April 1917 and this marking was confirmed August 26 1917 and used until March 22 1918. The squadron was in Italy November 1917 to March 1918.



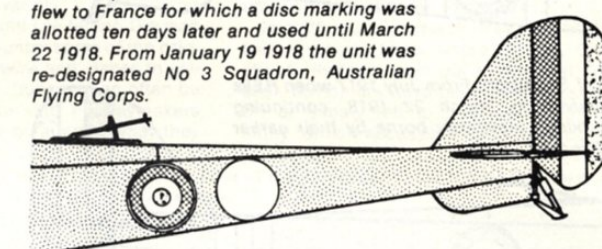
No 59 Squadron arrived in France with RE8s on February 15 1917 and this marking was confirmed on August 26 1917 and used until March 22 1918.



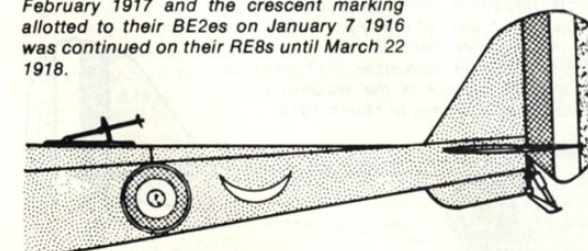
No 52 Squadron arrived in France with RE8s on November 19 1916 but their aircraft were transferred to No 34 Squadron in February 1917 and the squadron re-equipped with BE2es. RE8s were re-issued in May 1917 and this marking was confirmed August 26 1917 and used until March 22 1918.



No 69 (Australian) Squadron RFC/No 3 Squadron AFC. Although No 69 Squadron shipping date from UK was August 24 1917, it was September 9 1917 before their RE8s flew to France for which a disc marking was allotted ten days later and used until March 22 1918. From January 19 1918 the unit was re-designated No 3 Squadron, Australian Flying Corps.

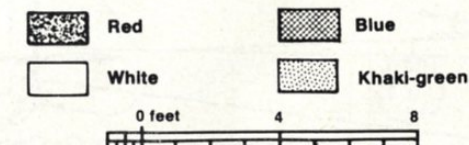


No 53 Squadron. RE8s were received in February 1917 and the crescent marking allotted to their BE2es on January 7 1916 was continued on their RE8s until March 22 1918.

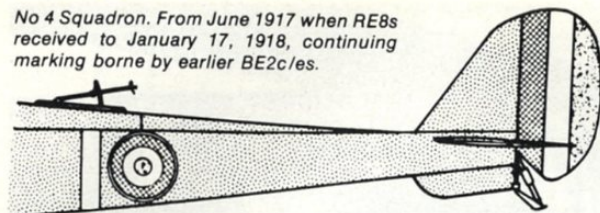


RE8 squadron markings, Western and Italian fronts

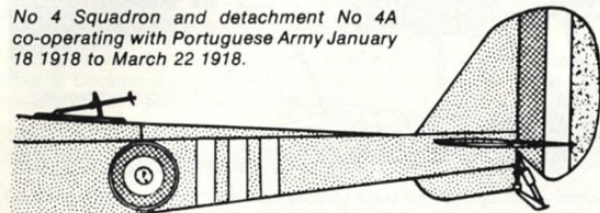
Drawn by Peter G. Cooksley



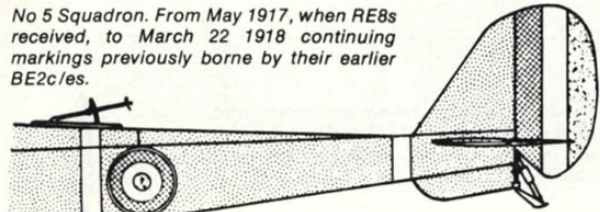
No 4 Squadron. From June 1917 when RE8s received to January 17, 1918, continuing marking borne by earlier BE2c/es.



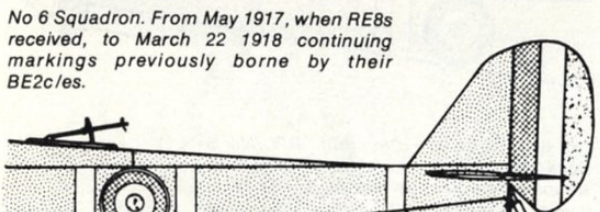
No 4 Squadron and detachment No 4A co-operating with Portuguese Army January 18 1918 to March 22 1918.



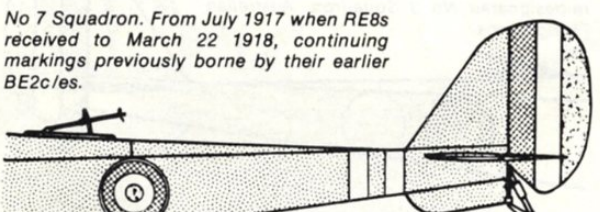
No 5 Squadron. From May 1917, when RE8s received, to March 22 1918 continuing markings previously borne by their earlier BE2c/es.



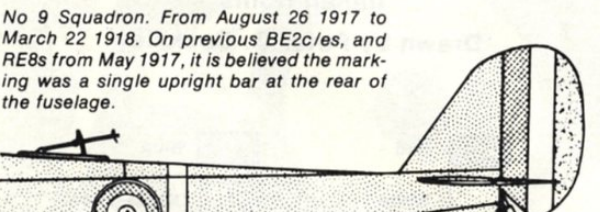
No 6 Squadron. From May 1917, when RE8s received, to March 22 1918 continuing markings previously borne by their BE2c/es.



No 7 Squadron. From July 1917 when RE8s received to March 22 1918, continuing markings previously borne by their earlier BE2c/es.

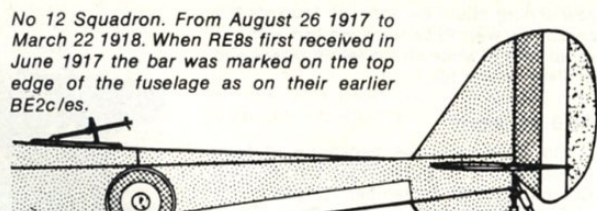


No 9 Squadron. From August 26 1917 to March 22 1918. On previous BE2c/es, and RE8s from May 1917, it is believed the marking was a single upright bar at the rear of the fuselage.

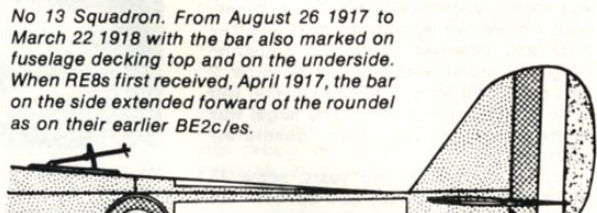


Drawn by Peter G. Cooksley

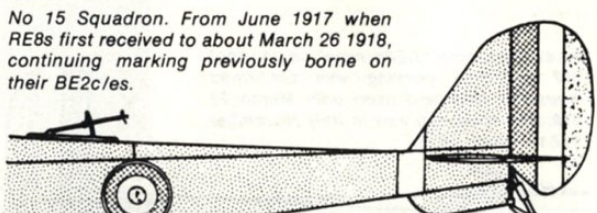
No 12 Squadron. From August 26 1917 to March 22 1918. When RE8s first received in June 1917 the bar was marked on the top edge of the fuselage as on their earlier BE2c/es.



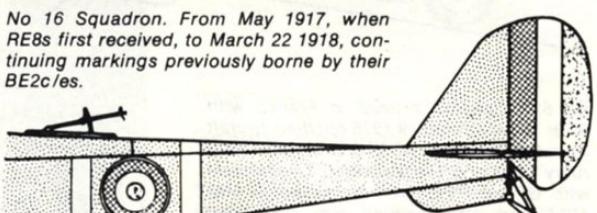
No 13 Squadron. From August 26 1917 to March 22 1918 with the bar also marked on fuselage decking top and on the underside. When RE8s first received, April 1917, the bar on the side extended forward of the roundel as on their earlier BE2c/es.



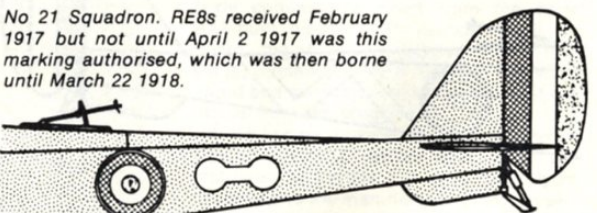
No 15 Squadron. From June 1917 when RE8s first received to about March 26 1918, continuing marking previously borne on their BE2c/es.



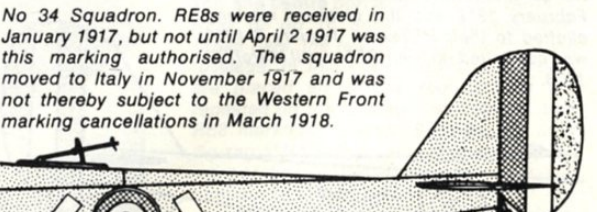
No 16 Squadron. From May 1917, when RE8s first received, to March 22 1918, continuing markings previously borne by their BE2c/es.



No 21 Squadron. RE8s received February 1917 but not until April 2 1917 was this marking authorised, which was then borne until March 22 1918.



No 34 Squadron. RE8s were received in January 1917, but not until April 2 1917 was this marking authorised. The squadron moved to Italy in November 1917 and was not thereby subject to the Western Front marking cancellations in March 1918.



Manufacturers' styles in serial presentation. A3433 in typical Siddeley - Deasy Motors style of black eight-inch numbers outlined in white and A3229 in the plain white figures applied by Austin Motors.



part) engaged hostile batteries 3,550 times, ranged on 1,233 other targets, made 254 contact patrols and took 11,224 photos.

Various experiments were tried in contact work in offensives when advances were made. No 15 Squadron tried visual signalling with black discs and No 42 Squadron conducted experiments with smoke flares and Very lights, but none proved successful. Wireless signalling by morse was too slow, but although experiments in radio telephony (ie speech as apart from signals) were made in Bristol Fighters this method was not adopted for general service during the war.

RE8 variations

RE8s varied in form considerably throughout the two years they were in production. Fin shapes, engine cowling shape and undercarriage struts varied from early to late production. To permit forward and upward visibility the top wing centre-section was originally covered in Cellon transparent sheeting, but due to cracking and breaking away of parts of this sheeting, fabric was substituted.

RE8 production serials

The Austin Motor Company Ltd, Birmingham: A3169-3268, A4261-4410, B5851-5900.

Coventry Ordnance Works Ltd: A4664-4763, B6631-6730, C5026-5125, D6701-6850.

The Daimler Company Ltd, Coventry: A3531-3680, A4161-4260, B3401-3450, B5001-5150, C2231-3050, F3548-3747 delivered straight to store.

D. Napier & Son Ltd, Acton: A3832-3931, B2251-2300, C4551-4600, D4811-4960, E1101-1150.

Royal Aircraft Factory, Farnborough: 7996-7997 prototypes, A66-109.

The Siddeley-Deasy Motor Car Company Ltd, Coventry: A3405-3504, A3681-3830, B6451-6625, B7681-7730, E1-300, E1151-1250, F1553-1602, F3246-3345.

The Standard Motor Car Company Ltd, Coventry: A4411-4560, A4564-4663, D1501-1600, D4661-4810, F1665-1764.

Additionally, various serials allotted to aircraft re-built from salvage including 20 (D9737-9739, D9790-9799 and E9957-9963) built by No 3 (Western) Aircraft Repair Depot at Yate from spares to help meet the urgent situation at the Front in the spring of 1918.



in the field

Terry Gander and Chris Foss

The German fortifications in Jersey

OVER THE LAST few years there has been a definite increase in the interest shown in the massive fortifications erected during the last world war, and especially in the German Atlantic Wall. The Atlantic Wall, built from 1941-1944, must rate as one of the largest military building programmes ever attempted, and even now, in 1974, the sheer scale and immensity of the project overwhelms the imagination.

Many of the fortifications and structures still remain for the simple reason that they were not meant to be pulled down easily, but anyone wanting to see the full range and scope of the structures still remaining would have a formidable task as the Wall stretched from Norway to the coast of Spain. But in the Channel Islands there remains a remarkable microcosm of the Atlantic Wall for there can be seen examples of most of the German types of coastal fortification, many still in a remarkable state of preservation.

Recently we visited the island of Jersey to see a little of what remains of the German works of 30 years ago. As well as being a grand place for a holiday, Jersey should be high on the list for anyone with an interest in things military for so much remains from the war, despite the ravages of time and the States of Jersey. It is true that Guernsey has a more concentrated array of structures but Jersey has a greater variety.

In Jersey one can still see fading German route signs, still encounter some of the original German barbed wire and stakes in use on some farm fences, bunkers can often be seen in back gardens and holidaymakers can still sun themselves against what they

think are breakwaters but what are actually German anti-tank walls (Panzermauern). Apart from these relics there are still many permanent structures that attract attention.

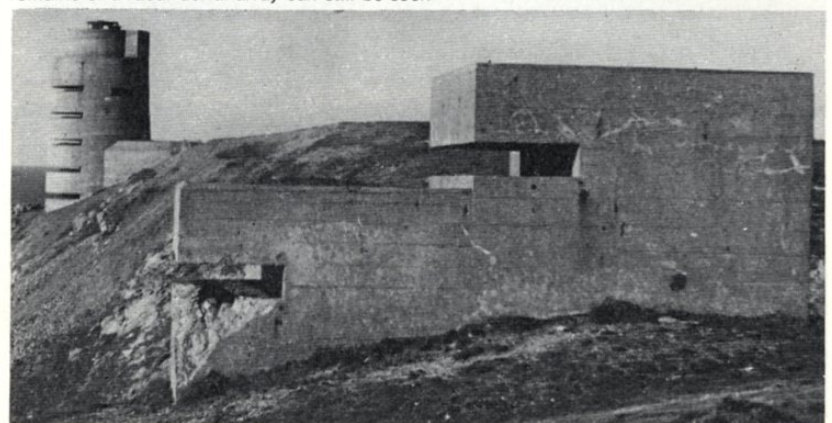
The Channel Islands had an unusual role in the Atlantic Wall. They lie to the west of the Cherbourg peninsula and thus were in a position to close the whole of the Gulf of St Malo to Allied shipping. The Germans used the islands as virtual 'floating batteries' and by the judicious siting of a few long-range batteries were able to leave the mainland coast free of expensive defences.

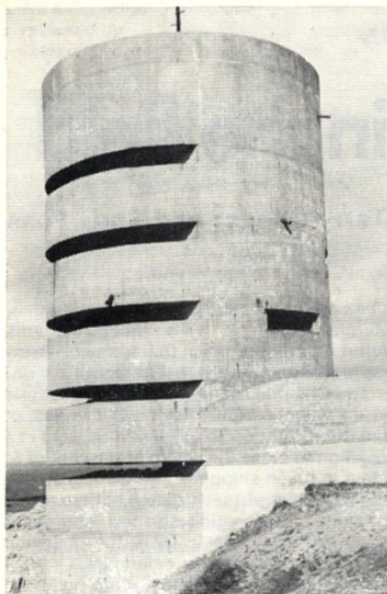
The guns used on Jersey were nearly all heavy-calibre captured weapons of 15 cm and 22 cm with a leavening of standard German weapons. These heavy guns were supported by a wide range of lighter guns, again mainly captured guns from all over Europe. In addition, all likely landing places were fortified and covered by all sorts of weapons ranging from automatic mortars to Czech anti-tank guns. Air defences were not neglected and overall the island of Jersey must have resembled a hornets' nest by the time the main defences were finished in 1944.

To back up the guns the island was covered by a road and rail system, a series of large storage tunnels, a series of fire control and signalling towers, and all the command and control bunkers needed to back up a virtually impregnable fortress.

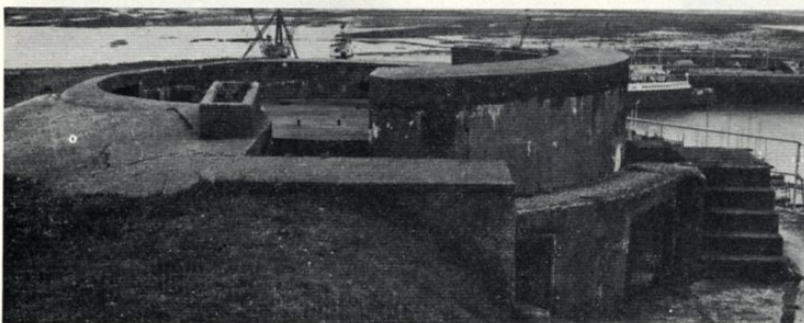
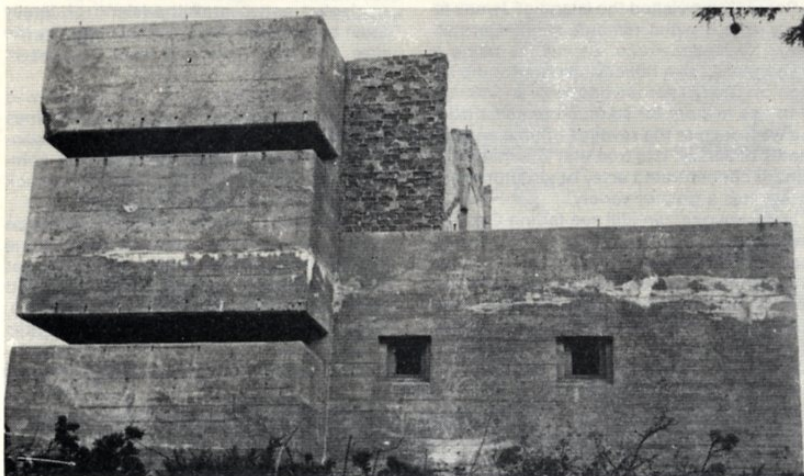
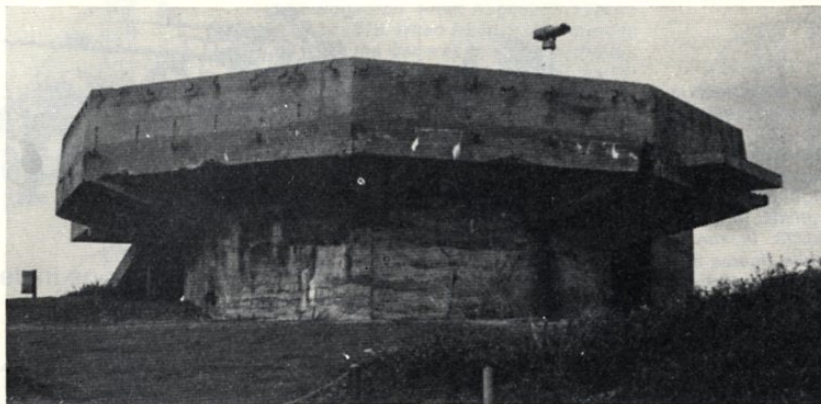
In 1975 much of this fortress can still be seen — if you know where to look. Some structures have been pulled down at great cost, but others have been filled in, sealed off or simply left to become overgrown. Many remain accessible and are favourites

The Les Landes tower with an observation post in the foreground. On top of the tower the remains of a radar aerial array can still be seen

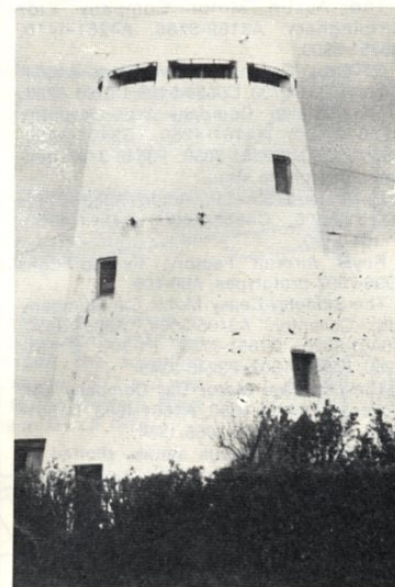




Above the tower at Corbiere Point which controlled four guns. Above right one of the Noirmont gun platforms which once housed a 15 cm SKL 45 naval gun. Right also at Noirmont point is this remarkable steel structure used as the observation post for the Leitstand (command post) of Batterie Lothringen.



Left this remarkable structure was once camouflaged by the addition of a small slate roof, now long since removed. It is at La Moye and was once Messtellung 10, part of Gefechstand der Kommandeur der II/HKAR 1265, ie battle station for the CO of 2nd Battalion, Army Coastal Artillery Regiment 1265. Below left a 20 mm Flak emplacement near Fort Regent. Below the windmill at Grouville converted to a signal station.



AIRFIX magazine

with holidaymakers. Such a place is the battery at Noirmont Point where the gun platforms and bunkers are in a good state of preservation. Much of the underground work has been sealed off in the interests of safety but an unusual sight is one of the auxiliary gun platforms which was used for a captured British 18/25 pdr.

At Noirmont Point is one of the impressive fire control towers, which are exclusive to Jersey, known to the Germans as a Marinepeilstand und Messstellung.

Another can be seen at Les Landes where it was used to control the fire of a battery using captured French 15.5 cm guns. This site is interesting in that it was intended to replace these guns with German weapons — the gun positions were built but the guns never arrived.

Another tower is at La Corbiere Point, and this impressive structure is still used as a wireless transmitter station. It was originally used to control the fire of a battery using French 22 cm guns. All around this site are remains of beach defences, including bunkers with Tobruk stands and some mortar pits. Many military enthusiasts would find much to interest them at this site alone.

Over the rest of the island relics are still to be seen. Above St Helier is the old Fort Regent, now being used as a pleasure park but still of great interest to all with an attraction to classic fortifications. The fort was the site of several Flak emplacements, many still in a good state of preservation. Other more elderly relics were used by the Germans — for example, at Grouville a windmill was converted to become one of their chain of signalling stations, and Martello towers were also used for the same role.

The above was all we were able to see in the short time we were on the island, though we also just managed to see the extensive works at St Queens Bay and the 8.8 cm Flak emplacements in the hills above it, and a short look at the changes made to the ancient structure of Mont Orgueil Castle. But the main problem that the would-be emplacement hunter will have if he goes to Jersey is where to look.

This problem has now been made easier by the publication of a small book written by three local enthusiasts, namely Peter Bryans, Denis Holmes and Michael Ginns. These three are all members of the Channel Islands Occupation Society which is devoted to researching the history and relics of the Occupation (which lasted from 1940 till the end of the war) and the society brings out an annual review of its findings. The book written by the three members will be of interest to anyone with an interest in modern fortifications for it lists all types of structures to be seen, and also lists the many and varied types of weapons used on the island. It will be invaluable to anyone visiting Jersey as it tells the location of much that would otherwise be impossible to find.

It is available from M. Ginns, 'Rangistacey', Rue des Sablons, Grouville, Jersey, and the same address will also furnish information on the Occupation Society which is open to 'overseas' members. The price of the book is 55p (at time of writing) and is well worth the money. □

January 1975

The Fleet Air Arm in war and peace

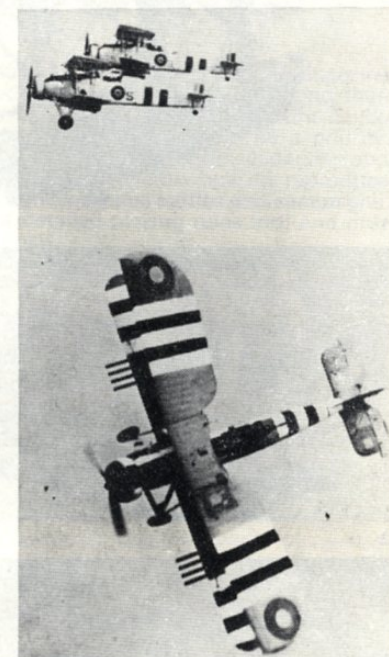
Part 4 — end of the war, by John D. R. Rawlings

THE LANDINGS in North Africa at the end of 1942 under the code name 'Operation Torch' provided the watershed for the wartime Fleet Air Arm. Up till then the Service had been battling with insufficient carriers and indifferent aeroplanes, but by the end of 1942 it could be seen that the right answers, in the shape of the escort carriers and new types of aeroplanes, were coming up and 'Operation Torch' was demonstrable proof that they had arrived.

The small carrier which could be latched on to a convoy and carried sufficient aircraft to deal with U-Boats and the marauding Focke-Wulfs and Ju88s had an almost miraculous effect on those convoys which had them. The problem now was to get sufficient of them into convoy service and to keep the more offensive spirits amongst the Allies from using them for such things as the North African landings. To supplement them the MAC-ships were devised. These were freighters and tankers which had their superstructures removed and a mini-flight deck laid on top, sufficient for a few Swordfish. These supplemented the pukka escort carriers. However, it was not until well into 1943 that sufficient numbers of carriers were available to make a notable contribution to convoy protection.

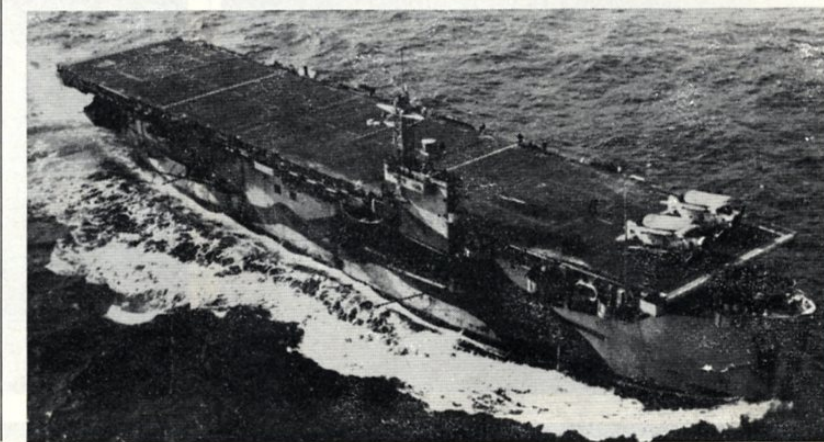
On the aircraft side the Fleet Air Arm had had problems. The specifications that had been issued to the British firms at the beginning of the war had reflected the lack of naval flyers in the Admiralty and the British industry was having a hard time to meet them.

Blackburns were battling with the Firebrand and did not get it right before the war ended. Faireys were having trouble with the Barracuda, another of the flying chart-room types of aircraft, and when it did enter service its performance did not come up to all



Above active, even at the D-Day landings, was the old Swordfish, in this case equipped with rockets for anti-shipping duties. It is believed that these aircraft were from 838 Squadron. Below typical of the Escort Carriers which came into service during the war is HMS Tracker, seen here with two Swordfish ranged forward.

Continued on page 312





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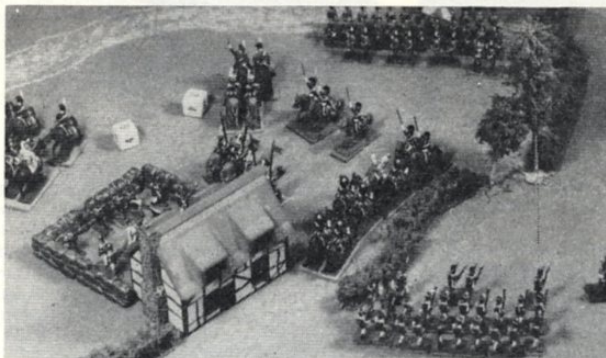
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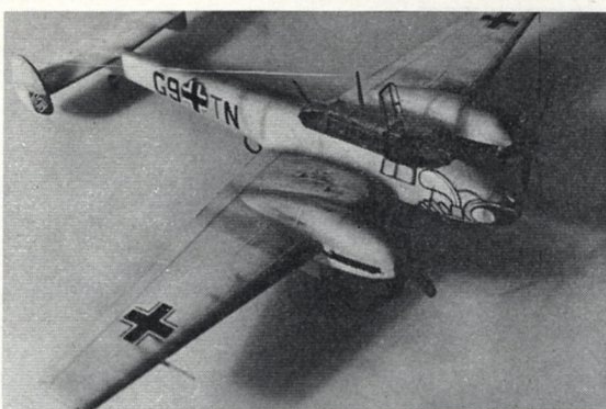
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Modelling is no problem with PSL/Airfix books!

The illustrations on the facing page have all been taken from PSL/Airfix modelling books published during 1974. Do you know which? If not, read on!

Patrick Stephens Limited, in association with Airfix Products Limited, are continuously publishing new titles of interest to modellers in all fields, regardless of their age or experience.

If you are just beginning, for example, then Gerald Scarborough's book *Airfix Magazine Guide 1: Plastic Modelling* (photo 4) is just the ticket. Costing only £1 (£1.13 by post), it is a complete introduction to basic plastic kit assembly, tools and materials. Individual chapters cover the techniques of making aircraft, tanks, soldiers, ships and cars, painting and display. Start 1975 on the right foot with this fantastic book!

If you have already made a few models, you will probably have formed an attachment for one particular sphere of modelling. It may be tanks and other military vehicles, for example, in which case Gerald Scarborough's second title in the *Airfix Magazine Guide* series, *Military Modelling*, (photos 3 and 6) will be ideal. Apart from a large number of basic hints and tips, it includes plans, photos and assembly sketches for a wide variety of tanks, armoured cars, half-tracks and soft-skin vehicles, all to the popular 1:76 scale. Great value for only £1.20 (£1.33 by post).

Alternatively, your preference may be for model aircraft, in which case you should certainly have a copy of *Airfix Magazine Guide 2: Aircraft Modelling*, by Bryan Philpott (photo 7). This explains how to avoid many of the pitfalls in model aircraft construction, how to plan and research a collection, obtain authentic finishes and display the results of your endeavours. Once again there are several practical 1:72 scale examples of detailing and converting projects, ranging from biplanes to jet fighters. A best buy for £1 (£1.13 by post).

Classic Aircraft No 4: *Hawker Hurricane*, by Bruce Robertson and Gerald Scarborough (photo 2) is another 'must' for aircraft enthusiasts. It begins by describing this famous fighter's development history, then goes on to detail its exploits on all fronts during the Second World War. Further chapters illustrate the Hurricane's construction and machinery, show how to add even more detail to the superb Airfix 1:24 scale kit, and even convert it into other Hurricane variants! Colour schemes, armament variations and scale drawings are all included, together with a wealth of photos, for only £1.80 (£2.03 by post).

But perhaps you yearn for the days of the clipper ships? In this case Noel Hackney's new book, *Classic Ships No 3: Cutty Sark* (photo 1), should definitely be on your January shopping list! Not only does this include a complete history of the long service of this most famous of all the clippers, but also step by step instructions on adding extra detail to the Airfix Classic Historical Ship kit. Set full sail for £1.95 (£2.13 by post).

Of course, if your interests range over more than one modelling field, then the latest *Airfix Magazine Annual*, No 4, should definitely go on your bookshelves (photo 8). This contains a rich mixture of features, all by expert *Airfix Magazine* contributors, on topics ranging from modelling the London-Sydney Marathon Bentley illustrated here to a Samurai warrior, cutaway Tiger tank, Ju 287 jet bomber, Halifax Mk II, Churchill 3" gun carrier, canal narrow boat and many more. See page 332 in this issue for further details. All this for only £1.60 (£1.83 by post).

Finally, if you are one of the many readers of this magazine who combine your modelling activities with wargaming, then our editor Bruce Quarrie's first book, *Airfix Magazine Guide 4: Napoleonic Wargaming* (photo 5) should be a priority. This book not only explains the organisation, leadership and tactics of Napoleonic armies, but also how to reproduce them in miniature and fight wargame battles and campaigns. It includes a full set of detailed playing rules too! And only £1.20 again (£1.33 by post).

Watch out for future PSL/Airfix advertisements during 1975. There's plenty more to come!

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that was hoped of it. They were also working on the Firefly as a Fulmar replacement and this was to become an asset to the Navy but, in early 1943, was still over a year away.

So it was to America that the Fleet Air Arm turned and this step was a wise one. Already the Martlet (later renamed Wildcat) had come into service and shown its paces to good effect. Now from Grumman could be obtained Avengers and Hellcats and from Chance Vought Corsairs and these three types, splendid fleet aircraft, provided the solid core of the Fleet's successes for the rest of the War.

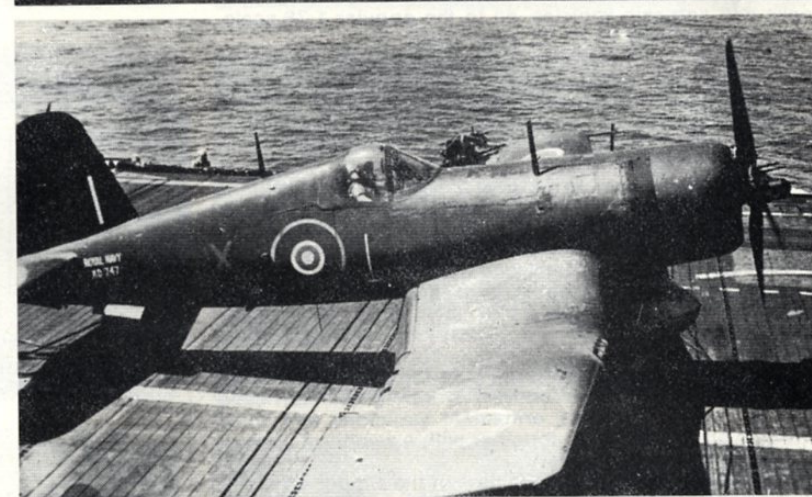
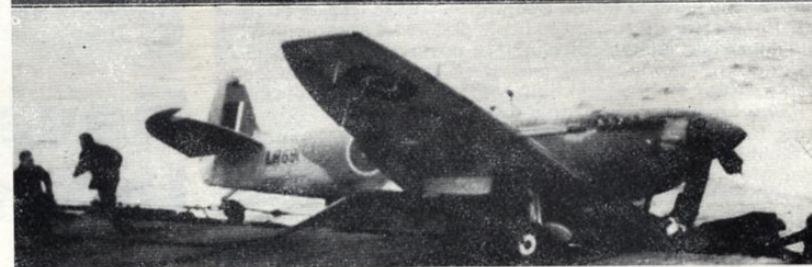
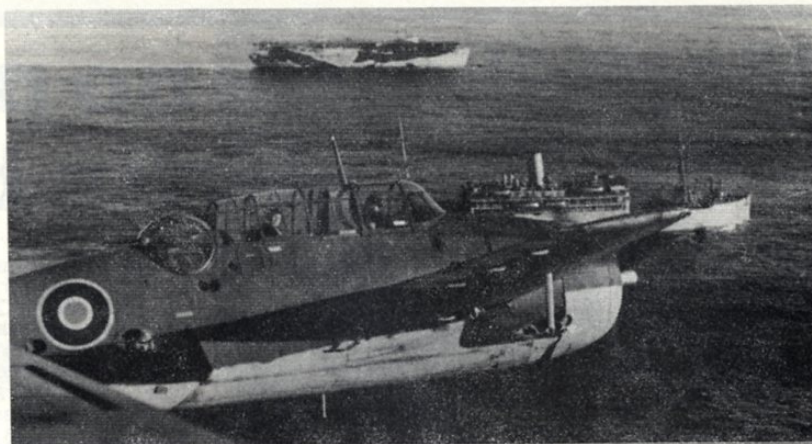
During 1943 they all entered RN service and a drill was established whereby the new squadrons would work up in the United States, be collected by carrier, or come across when a new carrier was delivered from American yards, and thus add to the convoy protection of the Atlantic as they moved across to the UK and their new fields of operation. For the FAA was still very stretched, with Russian convoys, operations in the Channel and North Sea, the Mediterranean still requiring attention, the Indian Ocean and Far East taking on greater significance and the convoys up and down the coasts of Africa to be looked after.

These long and unspectacular slogging jobs carried on through 1943, the biggest operation of that year being in the Mediterranean with the landings at Salerno. This was an attempt to shorten the War in Italy by catching the Germans in the rear and at the same time seizing a port usable by large ships. To accomplish this a Strike Force, entitled Force V, was formed comprising five carriers, four escort carriers *Attacker*, *Battler*, *Hunter* and *Stalker*, together with the repair carrier *Unicorn*, now to be used in an operational role (once again the convoys would be depleted).

These carriers had their normal squadrons removed and nothing but Seafire squadrons put aboard; on these squadrons would rest the entire fighter cover of the landings until a bridgehead airfield could be established (estimated within a day at least). *Formidable* and *Illustrious*, with Force H, sat outside this force to keep the enemy away.

As it transpired, these Seafire squadrons

Top to bottom Gibraltar Convoy — HMS *Ravager* is in the centre line of the convoy, and flying above is an Avenger of 846 Squadron. Illustrative of the Seafire's difficulties with its narrow-track undercarriage is this shot of LR691 of 808 Squadron almost over the edge. Finest of the fighters that the Fleet Air Arm flew during the war was the Vought Corsair. This is KD747 of 1843 Squadron aboard HMS *Arbiter* in 1945 (Captain P. C. S. Chilton). The Grumman Hellcat did sterling work both in attack and defence, on recce work, and in developing operational night fighting. An 808 Squadron machine is shown here (R. C. Jones).



had to maintain the bridgehead cover for three and a half days by which time half the fighter force was lost, four-fifths of the losses being due to landing accidents for the Seafire's skittish deck-landing behaviour was never cured. Had there been other suitable fighters available at the time the Spitfire should never have been considered for fleet work.

Coincidentally with this action the Italian Fleet surrendered and from then on the FAA's work in the Mediterranean was almost over. It did take part later in some spirited strikes against the German positions in the Aegean islands and the Southern France landings.

1944 saw the flowering of all the promise of 1943. The Fleet Air Arm was now a large force with many carriers, scores of shore establishments for training and plenty of squadrons of suitable aircraft. Early in the year offensive activities sprang into life in the Home Fleet. By now the Barracuda had been worked up into service in some strength and two wings of these aircraft (42 in all) set off from *Furious* and *Victorious*, supported by Wildcats, Hellcats and one squadron of Swordfish (for ASW), to catch *Tirpitz* completely by surprise in Kaa Fjord, Norway. The whole attack was a great success with the fighters going in first for flak suppression followed by the Barracudas dive-bombing whilst the Swordfish maintained a continuous anti-U-Boat patrol. The damage was so effective that *Tirpitz* was out of action for another nine months. Further strikes were made but never again was the element of surprise attained so the damage was much less effective.

However, the size of the Fleet Air Arm now had a good effect on the Russian convoys and in attacks on shipping off the Norwegian coasts. No longer could German shipping sail outside the Kattegat with impunity.

But 1944 was the year of invasions. In June came *Operation Overlord*, the biggest of them all. In this the Fleet Air Arm played a minor part for all the fighter cover could be given by the RAF and USAF. However, a Wing of Seafires provided a spotting pool for the Navy's guns and five squadrons of



Finest piston-engined fighter, possibly of all-time, was the Hawker Sea Fury FB II which coped successfully in Korea, even against the odd MiG-15. The last operational squadron was No 810 aboard *Centaur*, one of whose aircraft is seen here briefly ashore at Ford.

Swordfish got in on the act, one laying smokescreens over the landing troops, others using their underwing rockets against German surface-ships.

In the same year, two months later, were the Southern French landings and these could have been potentially more difficult; here the Navy was needed to supply air cover. Seven RN and two US carriers put up over 200 fighters. With the threat of air opposition proving non-existent these fighters went over to the army support role and put in five days of intensive strafing after which they could safely leave it to the land-based fighters that moved in.

The Navy's war was now narrowing with the Mediterranean finished, home waters clearing and the Atlantic fight going the Allies' way. The final rounds had to be played in Northern Europe but with the momentum of ships and aircraft still increasing it was now time to transfer attention to winning the war in the Far East.

In fact, from the beginning of 1944 the build-up had begun. Before that there was only one escort carrier east of Suez, the *Battler*, but in January, 1944 she was joined

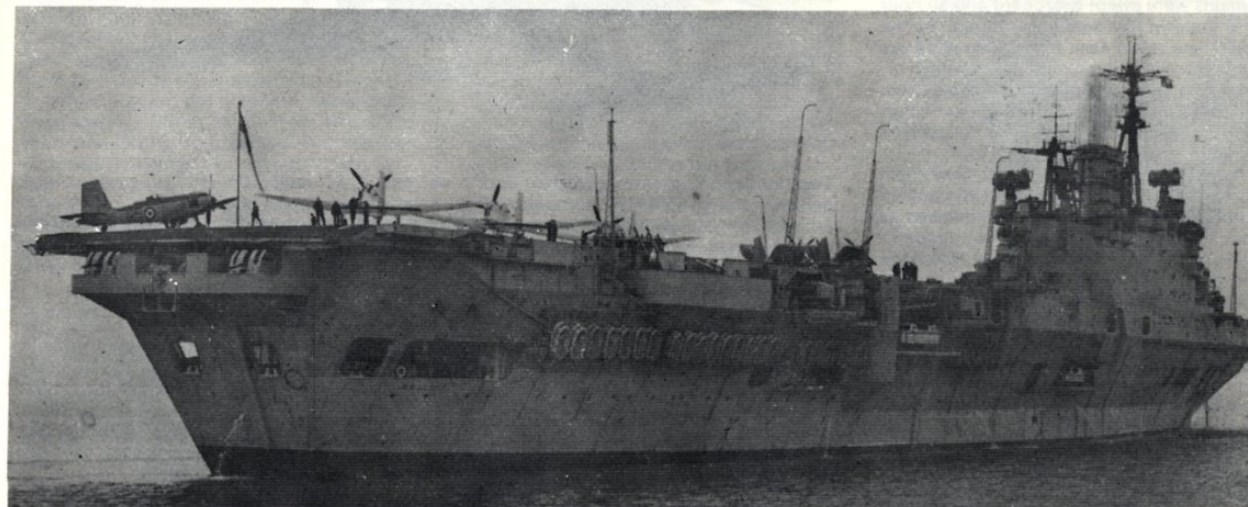
at Trincomalee in Ceylon by *Illustrious* and then came *Unicorn* and four more escort carriers. Already *Battler* had dealt a hefty blow to the German U-Boats that were operating from two supply ships when her Swordfish led destroyers to despatch them.

By April 1944 the force was strong enough to take the offensive and *Illustrious*, with an American carrier *Saratoga*, carried out a highly successful attack on the oil port and airfield of Sabang Island. More such strikes were made against oil installations in the East Indies, some successful, some not and in these *Victorious* and *Indomitable* joined in.

All this time the Indian Ocean convoys had good protection from the Woolworth carriers. Apart from the incomparable *Swordfish* and a few Walruses, these ships were flying almost exclusively American aircraft.

By the end of the year a new pattern

The first new Fleet Carrier in the post-war world was HMS *Eagle*, shown here with some of 827 Squadron's Firebrands aboard.



emerged with two distinct British Fleets forming. The British Pacific Fleet formed, based on Sydney, Australia, comprising the large Fleet Carriers which became Task Force 57, to work in with the US Navy rolling back the Japanese Empire to the Japanese mainland.

The East Indies Fleet, however, remained based in Ceylon and comprised the escort carriers whose main task was now to liberate Burma and Malaya. For this they used Wildcats for air defence and Hellcats for offence, the latter putting in sterling work against ground targets and also being used extensively in the photorecce role.

Anticipating a battle for Rangoon, four carriers set themselves to cover the landings with two more down the coast to stop Japanese reinforcements, but the landings were unopposed. From then on until the end of the Japanese War these carriers continued to attack the length and breadth of Malaya.

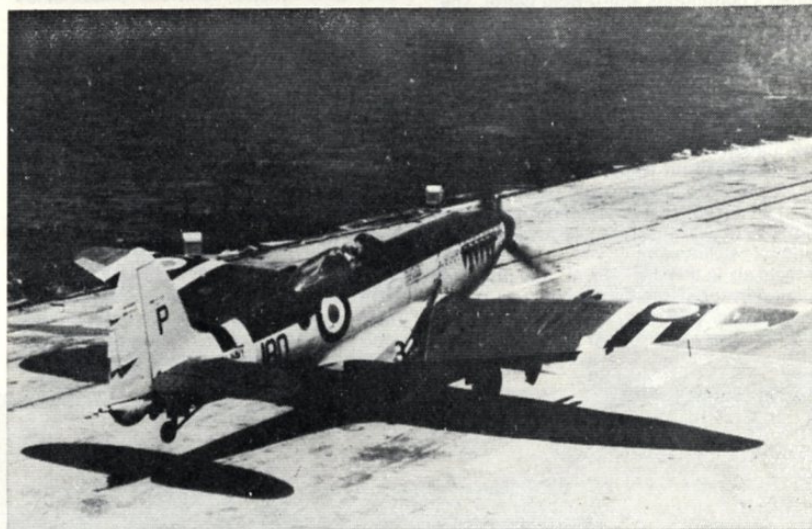
Meantime the BPF began 1945 well with two highly-effective strikes on the vast oil refinery at Palembang, virtually reducing output by a quarter for two months. Then Task Force 57 moved up to deal with Japanese airfields on the Sakashima Gunto whilst the Americans attempted to take Okinawa. Avengers, Corsairs and Hellcats were joined in this by the first squadron (1770) of Fireflies, finding their metier as anti-flak aircraft, whilst Seafires, which had now arrived on the scene, flew Combat Air Patrol to protect the carriers. This type of action required continuous sorties during daylight hours and the carriers would sail in for a day or two and then return to the open sea where they would be met by the replenishment train of supply ships. Having replenished they would wade back in again.

It was during these intensive operations that the decision, made years ago, to give these carriers heavy armour paid dividends. The Kamikaze aircraft had found they could immobilise American carriers so tried the same with the British Fleet Carriers. The effect was relatively negligible. For example one hit and exploded on the flight deck of *Indefatigable* at the foot of the island. The remains were swept overboard and an hour later the ship was again operational. So the Americans asked Task Force 57 to eliminate the Japanese fighter opposition from Formosa, the bases where the Kamikazes lived, and when this was done it was back to an even more intensive attack on Sakashima Gunto.

As mid-summer arrived and more Fleet Carriers arrived from UK, with the war in Europe over, the BPF was re-organised as Task Force 37; *Indefatigable* and *Indomitable* resting at Sydney to repair Kamikaze and other damage.

This new Task Force had the satisfaction of taking the war to the Japanese mainland itself although now typhoons were cutting down the strike opportunities. It all ended very suddenly, however, after the dropping of the atomic bombs. At last there was no more fighting to do.

Very quickly the large naval forces built up in the Pacific were dispersed. Backing up the Fleet Carriers had arrived the 11th



Top the Firebrand entered service as the war ended, 813 being the first squadron, shore-based as shown here (The Aeroplane). **Centre** *Indefatigable* went to the Far East in 1944 with an all-British complement of Barracudas and the first Firefly squadron, 1770 (Hoggard). **Above** when Korea broke out, HMS *Triumph* was immediately in action with its 13th CAG, comprising 827 Squadron's Fireflies and, as shown here, 800 Squadron's Seafire F 47s. Note the JATO bottles for assisted take-off.

Aircraft Carrier Squadron, comprising a new breed of British ship, the Light Fleet Carrier. These saw no action in the 1939-45 War, fortunately as it transpired for being unarmoured they would have been easy prey for the Kamikazes.

Two big problems now faced the Fleet Air Arm. Most of its personnel was high up on the demobilisation list and so within a short

time it was seriously short of ratings and officers. Most of its aircraft strength was in American Lend-Lease aircraft which either had to be bought or returned to the United States. In effect the US Navy did not want the aircraft back so, rather than pay for them, the Navy just dropped them over the side in the deep Pacific waters.

Now the FAA had to build up from scratch

again, with its own permanent force of men and aircraft provided by the British Aircraft Industry. Some of the Fleet Carriers were retained but the backbone of the immediate post-war Navy became the Light Fleets and for these a two-squadron Air Group system was worked out.

The aircraft situation was more complex for all sorts of ideas were forthcoming. Blackburn's had at last got their Firebrand into service and it served aboard the Fleet Carriers in the late forties; however it had the same problems as the Seafire, with a narrow track undercarriage and was thus a costly aircraft.

De Havilland's proposed a Sea Mosquito, which was a poor compromise, a Sea Hornet, which developed into a fine long-range fighter but was too big on the whole for the Light Fleets; however it fulfilled an important role when converted into a two-seat night-fighter for it introduced the Navy to AI-directed interception.

Fairey had persistently developed the Firefly into a strike and anti-submarine aircraft, following the role of the Ilf and Seal before the war, and this lasted the piston-engined era out in the Navy.

Hawker came up with a splendid fighter in the shape of the Sea Fury, possibly the finest of the piston-engined breed, and Westland were working on the Wyvern, a formidable strike aircraft which, re-engined, belongs to the turbine period.

Wisely the Fleet Air Arm standardised on Air Groups with a Sea Fury and Firefly squadron apiece for its Light Fleets and the more expansive Groups for the big ships. One of the few ships still with Firefly 1s and the ultimate Seafire variant, the FR47, was HMS *Triumph* on Far East station in June 1950, when all hell let loose in Korea. Quickly *Triumph* joined the United Nations forces, largely American, where she patrolled off the coast for four months, acquitting herself well until relieved by *Theseus* straight out from UK with the new mix of Sea Fury/Firefly.

Theseus really got into her stride, even despite the most appalling wintry weather, and achieved a higher rate of operational sorties than any of the American carriers there at the time. Normally such an operating period would have resulted in heavy carrier deck accidents but *Theseus* set a new pattern by virtually eliminating such things.

While fighting continued in Korea there was always a British carrier there with a Sea Fury and Firefly team aboard. *Theseus* was relieved by *Glory* then the Australian Sydney followed by *Glory* again and then *Ocean*. All of them acquitted themselves well, even taking Mig-15s in their stride right up to the peace settlement in 1953.

And it was in that year that the new Fleet Air Arm began to oust the old traditional wartime way of doing things. A month before the Korean War ended in July 1953 the new Queen had reviewed her Navy in the Solent. Leading the massive fly-past were the Navy's new helicopters and bringing up the rear were Attackers, Sea Hawks and Sea Venoms, the new, jet, Fleet Air Arm. From then on these two types of aircraft were to supersede the all-piston style and with it bring new devices and techniques. □

January 1975



british army uniforms 1660-1900

Foot Guards in 1742 by Bryan Fosten

THE FIRST comprehensive work devoted entirely to the portrayal of the uniforms of the British Army was published in 1742. This book comprised a series of figures, all posed in the same position and obviously designed to show the most significant details of the uniform to the best advantage.

The figure of the 1st Foot Guards portrays a private soldier of the "battalion" or centre company. He wears the expected three-cornered hat edged with white braid. The hat is small and is worn flat on the head. The coat is red with blue half-lapels, cuffs and linings showing on the turned back skirts. The coat is decorated with white lace and has white metal buttons. The red waistcoat has now become shortened to terminate at the level of the fork of the legs. The breeches are blue and the gaiters white with black garters beneath the knees.

Lapels now appear to be the special distinction of military coats, although in other respects they are still cut in the civilian fashion. In the case of the 1st Foot Guards the bottoms of the lapels are shaped into a curve and the tops have a sharply turned-up tab, all bound with white lace and with curved ended white loops around the button holes.

The coat is made with three similar loops and buttons on the right front beneath the lapels and three further loops on the left. Three loops were on each side of the vent at the rear, the edges of which were trimmed also in white.

Set in the sides of the skirts were pockets with pointed flaps trimmed with a double white lace. White lace was also placed around the neck of the coat, around the edges of the waistcoat and, for the centre companies, a double row on each cuff. The turned-back cuff was slit and showed beneath a red flap outlined with white lace with three or four buttons and horizontal bars of white lace across the buttonholes.

The grenadier company were distinguished by their special mitre-shaped head-dress. The cap was red with a blue cloth front and a little front flap and a blue rear turn-up. On the white-bound blue front the white star of the Order of the Garter with the Royal crown above and a white spray of palm or scroll work on either side. On the little front flap was the Hanoverian motto 'NEC ASPERA TERRENT' in white embroidery and the white springing horse. (There are several instances of the little flap being illustrated and described as blue, although heraldically it should have been red. Indeed, a letter dated November 17 1743, states that the little flap of the 3rd Foot Guard's

Grenadier caps to be red instead of blue).

The red rear of the cap had white piping down the seams and possibly had sprays of white palm or scroll work between the ribs. On the blue rear turn-up which was piped white, there were further palm leaves with a possible cotton embroidered grenade in the centre. Most of this is conjectural as no contemporary illustration of the rear of the cap

An officer on duty wearing the crimson net sash and gilt gorget.





a centre company private showing, inset, pattern of lace, front view of hat and two styles of hair dressing. b rear view of a grenadier with, inset, a basket-hilted hanger of the period; the cuff according to the Lens in 1735 and the match case attached to the shoulder belt. Note the waistbelt passes under the back strap and over the front strap of the shoulder belt. Grenadiers dressed their hair in a plait and folded it up under their caps. c a corporal of the centre company on guard duty at a Royal palace. Inset is his shoulder knot of white worsted. d the grenadier cap, front and back view, and the pioneer cap.

has been traced. The large woollen pom-pom at the top of the cap was white with a red core.

The cuffs of the grenadiers' coats appear to have had a curious zig-zag white lace decoration for a few years preceding the publication of the 1742 book and it is not clear when this unusual design was discarded. However, by 1745 the grenadiers' coats were probably fitted with cuffs of a similar design to those worn by the centre companies.

On ceremonial occasions and when mounting guard at Royal palaces the Foot Guards wore white, knee-length woollen stockings and buckled shoes. Corporals were distinguished by a white worsted cord and knot which hung from the right shoulder. Sergeants were distinguished by distinctive gold lace on their hats, coats and waistcoats.

Equipment consisted of a broad natural leather waistbelt with a rectangular open buckle and a wide shoulder belt, retained on the left shoulder by a wide red cloth shoulder strap, supporting a large black leather pouch. On the lid of the pouch was a Crown and Royal Cypher badge. The shoulder belt had open oval shaped buckles with a picker and brush fashioned from the end visible on the breast. The grenadiers had a pierced tubular brass match case, containing the slow match, attached to the shoulder belt just above the front buckle.

A steel basket guard hanger and a bayonet were carried in a frog from the left side of the waist belt.

Sergeants and corporals of all companies and the sergeant pioneer carried halberds. Privates and grenadiers carried firelocks with broad leather slings.

Regimental pioneers wore the same coats and waistcoats as the grenadier company but with a special headdress fashioned after the style of the artisan's stocking cap of the period. The red bag terminated in a pom-pom with a red core. The cap had a deep turn-up of blue cloth decorated on the front with a crossed saw and a mattock and with sprays of palm on either side. The Pioneers wore leather aprons and no doubt had axes, mattocks, saws, etc.

Drummers and fifers wore red faced with blue, their coats decorated with gold royal lace. The caps were similar to those of the grenadiers but were probably lower, the red bag part unstiffened and its tip not sewn to the front part so that the tassel hung loose

to the side. On the blue front a decoration consisting of embroidered drums and flags with a large Royal Crown above. The little flap was red piped with white and with white lettering and a white horse. The waistcoats were red trimmed with gold lace and the coat was furnished with hanging sleeves stitched to the shoulders and fastened at the waist with tasselled ends.

The waistbelt and the drum carriage were blue striped with gold braid. The drums were painted blue with the Royal Arms and red rims. Blue breeches and the usual white gaiters with black garters completed the costume.

The uniform of the band of music for the period is not known precisely but it is likely that they wore red uniform coats lined blue with the skirts worn loose in the civilian style. The coats would no doubt be edged with gold lace. Similar gold lace would decorate the pocket flaps and down the single breasted fronts. Red waistcoats edged with gold, blue breeches, and hats edged with a gold galloon finished the uniform. The uniform of the drum major is not known but it is probable that they would continue to wear the Royal Livery blue jockey caps by tradition.

The officers of the regiment wore fine coats of scarlet faced cloth. (Faced cloth in this sense means a cloth which has been ironed across the nap to a lustre finish). The coats were lined, lapelled and cuffed with royal blue. The lapels decorated with wide loops of very broad rich gold lace and the cuffs were edged with a double band of very wide gold lace. The skirts were turned back and edged with gold lace and the low horizontal pockets were decorated with double-scalloped flaps.

Waistcoats were buff, similarly embellished with rich gold lace and with gold laced pocket flaps. The coat had a heavy knotted gold aiguillette on the right shoulder and on duty officers wore crimson net sashes over the right shoulder with tasselled ends hanging on the left hip and a gilt gorget at the throat.

On foot, officers wore blue breeches with long gaiters or white stockings like the men, but when mounted they wore buff breeches and jacked boots with buckled-on spurs. The housings and holster caps were blue edged with a double band of broad gold lace.

The officers of the Grenadier Company would have handsome caps of the same pattern as those worn by the NCOs and men when on parade. No specimen of this cap has been traced but specimens of caps worn by officers of other regiments suggest that they would have had velvet fronts and flaps, silver embroidered Garter Stars and sprays and Hanoverian Horse, gold piping and silks in proper colours for the Crown, the Garter and St George's cross. The Officers of the Centre Companies wore the ubiquitous three cornered hat, probably made of fine beaver with black silk cockades and gold lace trimmings on the brims.

The Officers were armed with swords and espartoons and the mounted Field Officers with swords and pistols. The Grenadier Officers may have carried fusils on campaign.

squadron codes and colours 1939-1956

By Michael J. F. Bowyer and John D. R. Rawlings

IO 448th Bomb Group, USAAF (c)
Letters worn during 1944 on B-24s of 715th Bomb Squadron.

IP Bomber Command Instructors' School (c)

This coding was worn along with IK at BCIS. It is known to have been carried on Spitfire 16s IP:C-SL571 and IP:D-TB288. IP has frequently been linked with 434 Squadron, a Halifax unit, but no confirmation ever seems to have been forthcoming.

IQ 150 Squadron (c)
Used on Lancasters of the squadron November 1944 to November 1945, as on IQ:Y-JB613, IQ:F-NX557.

IR 447th Bomb Group, USAAF (c)
Letters worn by B-17s (post-war only) of the 711th Bomb Squadron.

IS 445th Bomb Group, USAAF (c)
Letters worn by B-24s of 703rd Bomb Squadron March 1944 - May 1945.

IT Allocation unknown
Letters, worn in yellow, recorded on a Mosquito IV unit not known. Seen on an aircraft in use March 1944.

IU Allocation unknown

IV Station Flight, Upper Heyford (c)
Allocation confirmed, believed carried on Anson IV:E-NK954.

IW Station Flight, Chilbolton (c)
Allocation confirmed, details of use unknown.

IW 401st Bomb Group, USAAF (c)
Letters worn by B-17s of the 614th Bomb Squadron December 1943 to June 1945.

IX Allocation unknown

IY 401st Bomb Group, USAAF (c)
Letters worn on B-17s of 615th Bomb Squadron December 1943 to June 1945.

IY Station Flight, Dunsfold (c)
Allocation confirmed, details of use unknown.

IZ Allocation unknown

I2 48 Squadron (c)
48 Squadron began the war as a general reconnaissance unit. It transferred to a transport role at Down Ampney in December 1943 and was allocated I2 coding. Its Dakotas took part in the major European airborne operations 1944-45 before moving to the Far East in August 1945. Examples of aircraft used: I2:A-KG317, I2:AP-KG401.

I3 Allocation unknown



news from AIRFIX

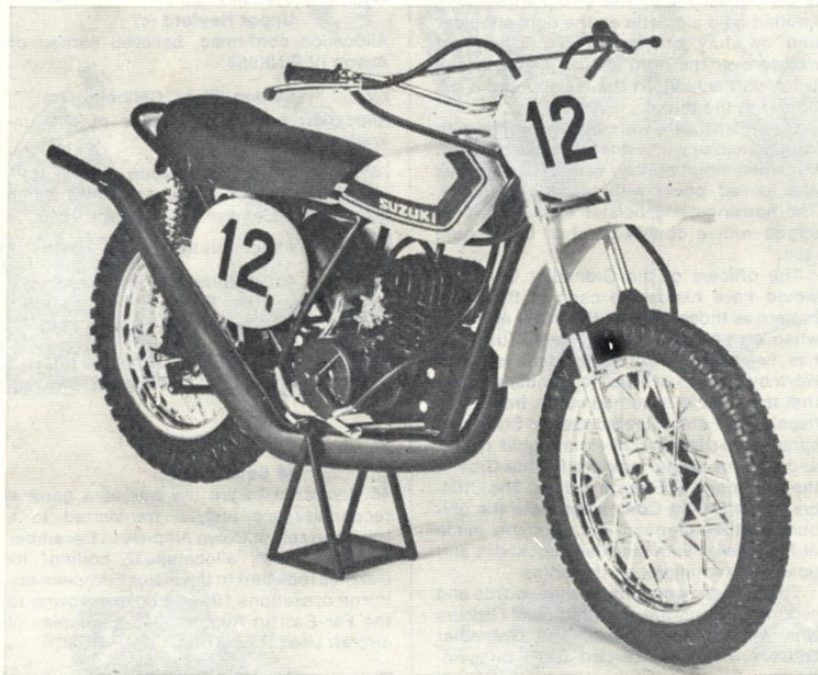
- 1 Suzuki Cyclone
- 2 Anne Boleyn
- 3 P-51D Mustang
- 4 French cuirassier
- 5 Reconnaissance set

1

THE SECOND motorcycle kit in 1:8 scale from Airfix, the Japanese Suzuki TM400J Cyclone follows the introduction of the Honda 750 which started the series a year ago.

This new 84-part kit is produced in the main in black polystyrene with the metal parts of the machine reproduced in chrome-finished polystyrene and the tyres in flexible black caraflex to give added authenticity.

Fine detailing has been achieved in the single cylinder, two-stroke 396 cc engine, front and rear suspension, brake and gear cables and exhaust system, and the model can be beautifully finished by painting the petrol tank and mudguards yellow and fixing the identification transfers.



For the past three years — 1971, 1972 and 1973 — the Belgian rider, Roger Da Costa, has won the 500 cc Moto-Cross World Championship riding a factory-tuned TM400 Cyclone.

Price of this fantastic new Series 9 kit is £1.68.

2

ANNE BOLEYN, one of the most romantic and tragic figures in history, is the subject of a new 1:12 scale construction kit, the first in a new series of Period Figures from Airfix. This kit depicts Henry VIII's second wife in a regal blue gown standing beside a sundial.

The model reproduces the fine detail of Anne's jewellery, headdress, gown with its long, full sleeves, the ivy climbing over the sundial and the rose in her hand.

The kit contains detailed assembly instructions and full colour views as a guide to painting the finished model. This model of Anne Boleyn paves the way for other figures of famous women in history — among them her daughter Elizabeth I, and Queen Victoria. Price of the kit is 42p.



3

REGARDED BY many as the finest single-seat piston-engined fighter of the Second World War, the North American P-51D is the latest aircraft to be included in the Airfix 1:72 scale kit range.

The new kit of this famous fighter comprises 51 accurately reproduced parts including six .5-inch Browning machine-guns and two 500 lb underwing bombs, and is produced in grey polystyrene.

Painting instructions and decals are provided for a P-51D of the 352nd Fighter Group in which Major George E. Preddy scored many of his 31 victories, and an optional scheme is given for a P-51K of 3 Squadron RAAF based at Fano, Italy in 1944. Price of the kit is 30p.

The Mustang was designed in 1940 to an RAF specification with the prototype being built in the record time of 117 days. Developed through the P-51A, B and C series, the D was much refined with a higher-powered engine, teardrop canopy and first-class performance. Powered by a 1,450 hp Rolls-Royce Packard-built Merlin engine, it had a maximum speed of 437 mph at 25,000 feet, a service ceiling of 41,900 feet and a range with two 75 gal drop tanks of 650 miles.

The Mustang was used in the bomber escort role with the US Army Air Forces and its long-range capability also made it ideally suited to the Pacific war.

The design of this new kit has been closely based on Airfix's experience with the large 1:24 scale model and incorporates a considerable amount of detail not nor-

mally found on 1:72 scale models, including an almost completely outfitted cockpit. Modellers wishing to add even more detail are advised to read Roy Cross and Gerald Scarborough's book *P-51 Mustang* (Patrick Stephens Ltd, £1.60).

4

THE SUBJECT of this new addition to the ever-expanding Collectors Series is a trooper of the 7th Cuirassier Regiment. The cuirassier when painted and finished in his richly coloured uniform of red, blue and yellow, makes a very impressive figure astride his rearing chestnut mount.

This kit figure can be assembled with the right arm carrying either a sword or a pistol and the angle of the head can also be varied to give an individual touch to each model. On the instruction leaflet there are two colour views of the complete model, to give guidance when painting the figure, together with full assembly instructions. The kit, containing 41 parts, is moulded in white polystyrene and measures approximately 3½ inch high when assembled. It costs 30p.

There were 12 regiments of cuirassiers present at Waterloo and the kit represents a trooper of the 7th. This regiment joined with the 12th to form Travers Brigade which, after an engagement with the British Household Cavalry, was instrumental in the destruction of the Scots Greys and the other remnants of the Union Brigade. These regiments were originally raised as heavy cavalry and received the cuirass, the armoured breast and back plate, between 1802 and 1804.

5

THE LATEST addition to the Airfix construction kit range of armoured vehicles, is a set containing a Kubelwagen, probably the best-known German soft-skin vehicle from the Second World War, and an SdKfz 222 armoured car which was in service with the German army from the outbreak of the war in Poland to the collapse of Hitler's Germany in 1945.

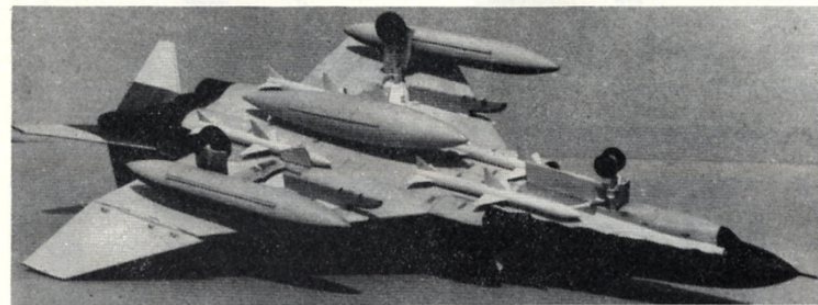
The Reconnaissance Set comprises the two vehicles and five German military figures, a driver and officer seated in the Kubelwagen and three standing figures — two armed with machine pistols and the third consulting a map. Very fine detail is achieved on both vehicles and there is a choice of finish with paint guides and decals provided for either desert or Soviet front versions.

The kit contains 57 parts and is moulded in sand-coloured polystyrene.

The Kubelwagen was the German equivalent to the Allies' jeep and was used in all theatres of the Second World War. The SdKfz 222 armoured car was used in the reconnaissance, forward observation and penetration raid roles, having been developed through many versions of the type, the 222 being the best known. It had a four-wheel drive and was one of the standard German armoured cars for the duration of the war. □



NEW kits and models



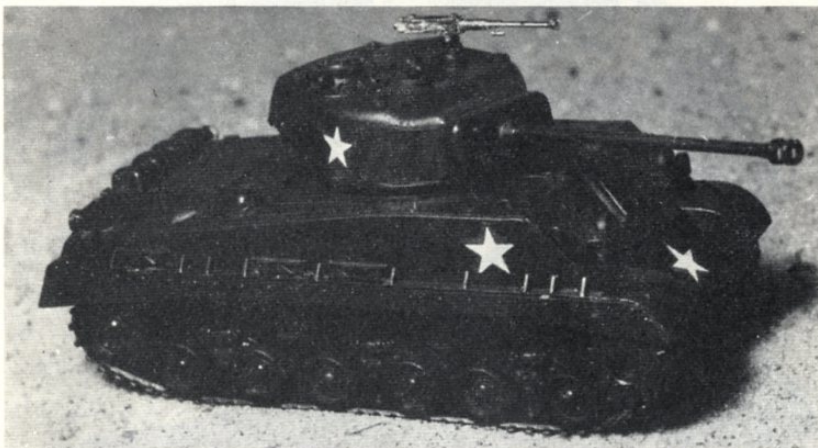
Drop tanks

A NEW VENTURE in the vacuum-formed accessory field is a set of 1:32 scale drop tanks designed to fit Revell's kit of the F-4J and E Phantom. Manufactured by Tandair Models, 6 Church Road, Spratton, Northampton NN6 8HR, the kit includes the basic outline shapes of two wings and one fuselage tank, as shown in the accompanying illustration.

As many reviewers have noted, Revell's Phantom looks rather bare without the usual multiplicity of external stores usually carried by this aircraft, and Tandair's release will undoubtedly be welcome to a large number of modellers.

Sufficient surround is provided on the white plastic card sheet from which the tank halves are moulded to enable supporting pylons to be built, and the accompanying instruction leaflet gives plans for these as well as detail additions to the tanks themselves.

Cost of the kit is a very reasonable £1 inclusive of VAT and postage from the above address.



Hasegawa Sherman

ANOTHER OF THE essentially accurate kits in the Hasegawa 1:72 scale range, the M-4A3E8 Sherman is to the usual standard. Comparison of the kit parts with photographs (for example in the Profile on this AFV) reveals anomalies in the turret hatch detail. It is possible that a later Israeli-modified Sherman was used as the prototype for the model. The position of the .50 AA machine-gun should also be altered to behind the hatches.

All these alterations are easily accomplished by reference to photographs to turn the model into a more accurate Second World War replica.

Fit of parts is generally good, the instruction sheet accurate and moulding clean and nicely textured. The tracks are a bit stiff and consequently do not sit well and they lack detailing on the inner surfaces.

On the whole a useful addition to 1:72 scale collections and of course as a basis for several interesting conversions. Our kit was supplied by Ren-models of 63 Fitzroy Street, Cambridge, and costs 40p.

Modeldecals

MOST AIRCRAFT modellers, whatever their interest or skill level, now look forward to each new release from Modeldecals in the same way as the gardener awaits the first spring sunshine. The two latest sets are now available from Modeltoys of 246 Kingston Road, Portsmouth, Hants at 50p each plus 6p post and packing, and once again those who have been waiting will not be disappointed.

It is very difficult to convey the quality and content of these sheets as most of the superlatives have already (justifiably) been used on earlier releases. Such is the standard set by previous releases, it is sufficient to say that 25 and 26 continue the tradition. Colour reproduction and register are spot-on and the eight subject matters chosen are sure to appeal to the majority of enthusiasts.

At 50p each the sheets have increased in price, but then what hasn't? Even so the value must be considered in true perspective. For example, both sets enable nine models to be completed in different schemes and to a higher standard than the kit decals supplied, therefore the cost per model is under 12½p, a modest sum for the improvement achieved. It is also worth keeping in mind that when the first Modeldecals sheets came on to the market five years ago they were equivalent to 37½p each, and did not include nearly as much in the way of information or markings as you now get for only an additional 12½p.

As is now customary with this manufacturer, each set includes full details of the aircraft, any kit improvements or modifications needed, correct positioning of the decals, and a sheet of photographs showing the actual aircraft depicted. Our only comment is that the yellow dashes supplied for the B(I)8 on sheet 25 are supplied as 40 separate markings. While experienced modellers will have little difficulty in positioning these correctly, those with less skill might run into trouble. With the number of proprietary brands of fluids/varnish that enable decal film to be hidden — this is very indistinct on Modeldecals anyway — it might have been better to have produced them in one strip as are the smaller yellow markings for the same aircraft. But this, due to the wide spacing of the markings, would have to have been at the loss of part of the sheet content.

The inclusion of markings for a Harvard T2B of 500 Squadron is a nice touch that should give the veteran Airfix kit a new lease of life.

Aircraft covered by the two sets are detailed below and remember that each set includes stencil markings, instrument panels and squadron markings. Set 25: Lightning F2A, 19 Squadron, RAF Germany, Gutersloh; Canberra B(I) 8, 16 Squadron, RAF Germany, Laarbruch; Hunter FGA9, 45 Squadron, Wittering; and Harvard T2B, 500 Squadron, West Malling. Set 26: Hunter FGA9, 58 Squadron, Wittering; Buccaneer S2B, XV Squadron, RAF Germany, Laarbruch; Gazelle, Central Flying School, RAF

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5: RAF Hunter F.6, 14 Sqn.; Phantom FGR.2, 6 Sqn.; Meteor F.4, 63 Sqn., and Harrier GR.1, 1 Sqn.
10: USAF-S.E. Asia (RF-101C, F-105D, A-1H and EC-47N).
11: F-102A, 460th FIS, USAF; Harrier GR.1, 4 or 20 Sqn. RAF, Sabre 6, 430, Sqn. 432TRW, and USMC OV-10A Bronco, HLM-267.
12: Phantom FGR.2, 17 Sqn., RAF; F-104G, Belgian A.F. and USAF TAC Badges.
13: USMC AV-8A Harrier, VMA-513, US Navy A-7E Corsair, VA-113 and F-4B Phantom, VF-111.
16: USAF-S.E. Asia (2): F-4E Phantom, 34TFS, 288TFW, Cessna 0-2A 23 TASS, AC-47 432TRW, and USMC OV-10A Bronco, HLM-267.
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25: Lightning F.2A, 19 Sqn., Canberra B(I)8 16 Sqn., Harvard T.2B, 500 Sqn., Hunter FGA.9, 58 Sqn., Hunter FGA.9, 58 Sqn., Canberra B.2 10 Sqn., Gazelle H3T C.F.S., All RAF, R.N. Gazelle HT2.
MOD-DECAL style fully illustrated instruction sheet, giving decal locations and full colour scheme details, is included with all Modeldecals, and commencing with set No. 17, a selection of photographs is also included.

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Continued from page 320

Ternhill; Gazelle, 705 Squadron FAA, Culdrose; and Canberra B2, 10 Squadron, Honington (in Suez Campaign markings).

Tamiya KV-I

THIS REMOTE-CONTROLLED kit of the famous Russian heavy tank is superbly moulded in green plastic and without any traces of flash. The instructions are in 12 stages, but it is more convenient to deal with the kit in four stages.

First was the fitting of the motor in the lower part of the hull, and the remote-control system in its box. The method of fitting was very good and the instruction sheet went into detail about it.

Next was the assembly of the bogie system, and this was also very clever, although we advise anyone making the kit to put a small amount of vaseline on each of the axles to ease movement.

The next job was to make the hatches and turret. The hatches were very nicely done but the turret did need an amount of filling.

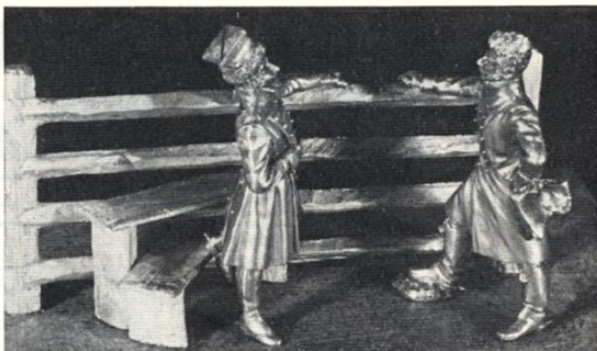
The last stage was the construction of the upper hull which is very accurately moulded, showing welding seams and even where the sheet metal had been cut. Most of this part of the kit was good but the two fuel tanks were rather messy as the two halves were not quite symmetrical. One part, the horn, which is situated next to the headlamp, was missing from the review sample.

A figure is included in the kit and can either be used as a driver, a commander or a crew member outside the tank.

Painting instructions are included for a normal or winter camouflaged tank. The transfers are quite adequate, but the slogans are a bit too neat. The instructions give many tips on weathering stretched sprue, heat bending and so on. All in all a very good kit at £2.99 and well up to the usual Tamiya standard.



This attractive 54 mm vignette depicting a French Napoleonic Guard Polish Lancer and Chasseur a Cheval lounging against a stile is one of the new models now being manufactured by Ensign Miniatures of 5 Market Place, Woburn, Milton Keynes MK17 9PZ at £3.80. Lovely models and good value.



Matchbox Hellcat

LESNEY CONTINUE to add to their range of aircraft kits at a prodigious rate, and each new addition is now eagerly awaited by enthusiasts and schoolboy alike.

A feature of the Matchbox series is that they have ventured into the realms of aircraft that hitherto had not been available from other manufacturers, while at the same time issuing duplicates of existing kits. The latest release to reach our workbench is the Hellcat which comes into the latter category, and sad to report the Matchbox offering has little to recommend it in preference to existing kits.

Although delicately moulded in two shades of green plastic, the general shape is incorrect and this detracts from the overall appearance of the final model. The main area of fault is with the fuselage where the line from the rear of the canopy to the fin is too curved, while the cowlings lose the Hellcat characteristic by being too rounded at the front and too curved in the plan view.

The wings are very good but why Lesney chose to mould these in three separate parts for each wing must remain a mystery. All they have achieved is a complicated assembly plus an increase in the market for

body putty manufacturers!

On the credit side the canopy is clear and the deep panel lines that have been associated with Matchbox are much nearer scale on this offering. Engine, wheel, propeller and pilot detail is good but the undercarriage legs suffer from a mysterious 'square box' by the retraction jack.

Two sets of decals are provided, one for a machine of VF 1 from USS *Yorktown* and the other from 1832 Squadron FAA from HMS *Indomitable*, which are accurate in colour and register.

Overall this is a disappointing kit of a popular subject but will no doubt find a ready market in the toy shops, which after all, is probably what Matchbox intended!

BA TriStar

AIRFIX HAVE issued their 1:144 scale TriStar in the new, distinctive British Airways markings to coincide with the introduction of the Lockheed TriStar into service with the airline. This already popular kit now features a comprehensive set of highly-detailed transfers which are strikingly illustrated on the new box top.

British Airways, now one of the world's two largest international airlines, introduced the new livery when they were formed from the merging of BEA and BOAC last year.

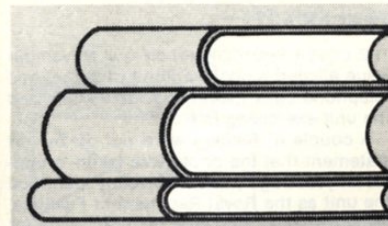
The TriStar kit is one of a number of Airfix models to be issued in the attractive British Airways livery in the near future. The kit, comprising 83 parts moulded in white polystyrene, is in the Skyking Series and retails at £1.05.

Scenic accessories

FALLER, THE model railway people, have now issued a pack of building accessories, which is available from Jones Bros of 56 Turnham Green Terrace, Chiswick, London W4, for 48p.

The pack contains an assortment of components for building lean-to-like structures on to existing houses in the Faller range. Some of them can also be constructed as independent rural structures such as woodsheds, etc.

Moulded in typical Faller style in 'natural' colours which require minimal painting, this is a very useful pack which will enable railway modellers to customise their structures, so producing buildings different from those on other enthusiasts' layouts. Wargamers will also find these small, rustic buildings of interest.



books for modellers

Modelling

Military Modelling Annual 1. Model & Allied Publications, PO Box 35, Bridge Street, Hemel Hempstead, Herts HP1 1EE. Price £2.50.

THE MAJORITY OF military modellers will have awaited this, the first *Military Modelling Annual*, with varying degrees of mouth-watering expectancy. Many will, however, probably be disappointed at the rather high price of £2.50 for 144 pages, of which 26 are advertisements; and the paperback binding, which makes it rather more a 'bumper' issue of the magazine than a book which can be kept and referred to for years.

Having got this off our chests though, it must be admitted that the contents make truly fascinating reading. These vary from articles on figure and military vehicle modelling to uniforms and wargaming, and it would be fair to say that there *must* be something here to please virtually every military modeller.

The annual kicks off with an explanatory article on model soldier scales. Then follows features on armoured rail-cars in Ireland, detailing the Renwall 1:32 scale M47, medieval wargaming and the new half-ton Land-Rover. The first of the annual's colour pages depicts Russian marines of 1812, and this is followed by another colour feature on knights of the Crusades.

Geoffrey Futter then provides an introductory feature on modelling military soft-skin vehicles, which in turn is followed by articles on a Samurai diorama and modelling the SdKfz 302 Goliath. The (seven?) Samurai return again in a second feature which, illustrated in colour, provides useful details on Samurai ranks and armour.

Don and Bryan Fosten next contribute an extremely useful article on pre-Napoleonic French hussars and their uniforms, and this is followed by features on the French Panhard armoured car by Chris Foss, constructing a diorama of a red indian hunting a buffalo and modelling the KV-I tank.

John Lambert, whose warship articles will be well known to readers of *Military Modelling*, then gives a well-written and illustrated account of HMS *Wild Goose*, which is followed by a feature on creating a simple single-figure diorama. Ships sometimes come in bottles — so why not tanks, asks P. D. Massey in the next article, then goes on to show how it can be accomplished (by cheating!).

Another colour feature illustrates a superb Prussian dragoon officer made by Cesare Milani, and this in turn is followed by an interesting article on the Gurkhas throughout history, together with seven uniform drawings. The last feature in the

book is a bit of a cheat since it is a straight reproduction of a chapter from Phil Stearns' new book *How to Make Model Soldiers* (Hamlyn, £1.50) on diorama construction — useful nevertheless to readers who haven't a copy of the latter.

Overall, *Military Modelling Annual 1* is a useful and interesting compilation but, like most annuals (Airfix included) is perhaps too diversified in its contents to appeal to those without a specific interest in one or more of the topics covered.

How to make Model Soldiers, by Philip O. Stearns. The Hamlyn Publishing Group Ltd, Astronaut House, Feltham, Middx. Price £1.50.

PHILIP STEARNS' international reputation as a photographer is now well established, and his illustrations have graced the pages of many modelling books and magazines (as well as more exotic — or should that be erotic? — publications).

A keen model figure builder and collector for many years, he now brings his talents to bear on his first book, which is lucidly written, well illustrated with plenty of colour, and a 'must' for any figure modeller's bookshelf, especially at this incredibly low price.

Contents of the book cover a brief history of model soldiers, modelling equipment, metal and plastic kit assembly, animation and conversion, sculpting and casting, painting, dioramas and scenery, care and display, research and a list of figure manufacturers.

Several well-known modellers have contributed to Philip's book, including Graham Bickerton, Ray Anderson, Roy Dilley, 'Mac' Kennaugh, Edward Suren and Nicholas Larkin, and it is jammed full of practical modelling examples as well as illustrations of completed figures and groups which serve as inspirations to us all.

Aviation

Mustang at War, by Roger A. Freeman. Ian Allan Ltd, Terminal House, Shepperton, Middx. Price £3.95.

ROGER FREEMAN needs no introduction for his work concerning the wartime USAAF is justly world renowned. In this book he relates the story of the Mustang fighter during the war years.

The conception of the aeroplane is well told, and there is ample detail upon the RAF's introduction of the Mustang 1 to action over Europe. This section is particularly well illustrated.

There follows the story of how the USAAF adopted the machine as the P-51 and A-36. 'A Bit more Poke' relates the way in which the Merlin engine was wedded to an excel-

lent airframe to produce such an outstanding aeroplane.

It is probably as a long-range escort fighter protecting the Fortresses and Liberators on their deep penetrations into Germany that the P-51 is best remembered, and again Roger Freeman tells the story well.

The RAF's use of the Merlin Mustang, Mustangs in the Middle East and in the Far East war, are all well written up. The book is amply illustrated, many of the pictures showing Mustangs in a variety of environments suggesting dioramas.

For the model maker the 12 colour plates will prove useful, and those who like personal stories by pilots will find themselves catered for. An interesting book.

Military

Cassino, by Dominick Graham. Pan/Ballantine Illustrated History of World War II. Pan Books Ltd, 33 Tothill Street, London SW1. Price 50p.

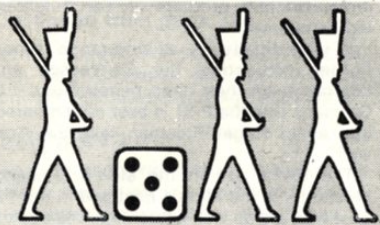
THE BATTLE FOR Cassino has been a subject of controversy before, during and ever since the event, and this recent addition to the inexpensive Pan/Ballantine series sheds some light on the facts of this part of the Italian campaign. The battle, or battles, are well illustrated with maps and representative photographs to help clarify the intricate detail of the description of the events. The book contains so many facts and figures in the narrative that it is not easily read — it needs studying rather. A very useful and factual account of this period of the Second World War.

The 1975 Airfix Calendar. Available in limited quantities only from Patrick Stephens Ltd, Bar Hill, Cambridge, CB3 8EL. Price £1.85 each including postage.

THE QUALITY OF Airfix plastic kit box artwork is rarely apparent on the boxes themselves, since the original drawings are considerably reduced in size, and are also overprinted with the kit name and other lettering, etc. When you see them printed to a decent size, however, on good quality paper, they are of a magnificent quality perfectly suitable for framing as prints.

The new Airfix calendar is an attempt to show the quality of some of these paintings and (now that Pirelli have stopped producing their famous calendars) is a 'must' for the wall of your home, modelling 'den' or office. It contains 13 paintings, one of the Hawker Harrier on the front and one for each month in 1975, each reproduced in full colour on large size, top quality paper and suitable for cutting out and framing afterwards.

Subjects covered are the Bristol F2B and Fokker Dr.1, B-29 Superfortress, Grumman Duck, *Prinz Eugen*, Sea King, British Airways Boeing 707, FW 189, Handley Page 0/400, Douglas Devastator, HMS *Victory*, MiG-21 and 1930 Bentley, all painted by the famous marine and aviation artist, Roy Cross. Order your copy quickly to avoid disappointment!



news for the wargamer

Napoleon

NAPOLEON IS A new, boxed, campaign game re-creating (what, again!) the Waterloo campaign, and is available from Simulations Publications UK, Dept A1, Freepost, Altrincham, Cheshire WA15 6BR. The price was uncertain at the time of going to press but was expected to be in the region of £5 — by the time you read this Malcolm Watson should have precise details.

The game differs from most board games in that, instead of having cardboard playing counters, it contains red, blue and green wooden blocks representing the forces of Britain, France and Prussia. These are placed upright on the colourful, stiff card-backed playing map facing towards the controlling player, and are marked with symbols representing infantry, cavalry and artillery. Around the edges of each counter are unit strength markings ranging from four down to one. When a unit suffers losses in combat, the wooden block is simply rotated so that the appropriate remaining strength symbol is at the top — a very simple, timesaving and effective method of representing attrition.

Movement is restricted to travel on roads between towns, and only a limited number of pieces may be moved each turn, which detracts from realism but simplifies play. Firing is a simple matter of throwing a single die for each combat point remaining to a unit, the opposing unit losing one combat point for every 'six' thrown.

Setting up and playing time are both short and this fact, together with the large wooden playing pieces, make 'Napoleon' more a family game than one for the serious wargamer. Good fun though.

Strategy & Tactics 44

BOARD WARGAMING seems to be moving closer in some respects to 'main line' play. In this issue of S&T is included a game called 'Tank', which is a tactical level board game between individual tanks, SPGs, anti-tank guns and infantry squads.

Played on the usual hexagonally gridded map sheet marked out in various terrain features, the game utilises a ground scale of 50 metres to a hex and a time scale of 36 seconds to two minutes of real time, depending on the scenario being used.

The major difference between this and most board games though is that the die-cut cardboard counters representing the various vehicles etc are not marked with the usual movement, attack and defence factors. Instead, these are included in the folder of playing rules, each tank having different movement allowances, gun ranges,

fire control systems, attack strengths with AP and HE shot, and defence strengths from front, side and rear. And since the counters are not marked in any way except with a drawing of a 'representative' tank, you might as well use miniature 1:300 scale models.

The object of designing the game in this way was so that the playing counters could be used to represent any vehicle from a PzKpfw III to a Centurion or T-62, enabling players to fight scenarios ranging from the early days of the Second World War to the present. It is an interesting experiment but not one which we feel really comes off since the big advantage of a normal board game, surely, is that all the movement and fighting factors are clearly printed on each playing piece, eliminating the need to look things up in playing rules every couple of minutes. However, since this game may provide a 'bridge' via which board wargamers discover miniature gaming and vice versa, it is to be welcomed.

Moving on from the game to the magazine itself, there is first a feature article on the development of the tank as an armoured fighting vehicle, which goes into the subjects of suspension systems, guns and ammunition, armour plate, tracks, tactics and missiles, and provides a very good introduction to the thorny problem of tank design.

This is followed by an article on sea war in the age of sail which ties in well with SP's game 'Frigate' (reviewed here in November). This covers such diverse topics as seapower and strategy, the battles of the age of sail (1650-1830), boarding parties, the wind and tactics, short biographies of some of the leading personalities of naval warfare during this period, communications, naval ordnance, ship handling and fleet tactics.

S&T magazine is available from Simulations Publications UK, Dept A1, Freepost, Altrincham, Cheshire WA15 6BR at £4 for six months (3 issues) or £7.50 for a year (six issues). Subscribers also get the benefit of a discount scheme on other SP boxed games and most other board games handled by Malcolm Watson at SP UK.

Conflict magazine

MALCOLM WATSON of Simulations Publications UK has asked us to point out that he has not stopped importing this magazine. Existing subscribers will continue to receive copies as and when they become available. However, due to difficulties with the American publishers, no new subscriptions for *Conflict* can be accepted.

That FV 432!

THE COVER PHOTOGRAPH on our November issue elicited a positive flood of letters and telephone calls identifying the vehicle and the unit exercising in it.

A couple of readers were put off by our statement that the photo was taken 'a couple of years ago', and incorrectly identified the unit as the Royal Regiment of Fusiliers. Many thanks to Rick Yuill and Alan White for this suggestion, but as Gary Williams pointed out in a 'phone call this could not be correct because by the time the Fusiliers were at Warminster the modern disruptive camouflage uniform was in service, and the men in the photograph are clearly wearing the old pattern plain battledress.

Another interesting suggestion came from G. Knight, who suggested the unit might be the 2nd Battalion, The Gloucester & Sherwood Foresters — a non-existent regiment! He presumably meant Worcestershire & Sherwood Foresters, who supplied the Warminster Demonstration Battalion between 1970 and 1972, but we do not believe this to be correct since the latter's cap badge is nothing like that worn by the men in question.

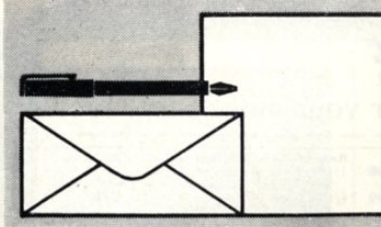
The consensus is that the unit must, on balance, be the 2nd Battalion The Grenadier Guards, and many thanks are due to Andrew Voysey, A. J. Porter, Paul Cox, Richard J. Taylor, A. P. Folton, M. Fausset, G. Finch and Phillip Elston for this information.

Mr Elston says that 'my father was the Technical RQMS of 4th Battalion The Queens Regiment, stationed at Warminster as Infantry Demonstration Battalion from 1968 to 1970. He was responsible for the accounting and stores "back-up" to the battalion's FV 432s, 03 EA 78 being one of them. When he took them over from 1st Battalion The Cheshire Regiment all the vehicles were painted deep bronze green. Within a matter of weeks, 4th Queens re-painted all the FV 432s. The vehicles' exteriors were sprayed matt olive drab and the camouflage effect was brush painted using grey primer and a mud-brown colour — obtained by mixing red-oxide primer with a little olive drab, which information may be of use to modellers.

'At the same time as the repainting occurred, new tactical signs were authorised for the Demonstration Battalion's vehicles. These were, and still are: offside of vehicle — a white figure 7 on a red background; nearside of vehicle — a bayonet, point uppermost, on a red background. The FV 432s carried these on the front only, and they were normally obscured for tactical reasons on exercises' (as on our picture — Ed).

'In 1970, 1st Battalion The Worcestershire & Sherwood Foresters took over from 4th Queens as Demonstration Battalion, so your cover photograph was probably taken early during their stay, which lasted until 1972 when the Royal Irish Rangers came to Warminster. The soldiers in the photograph are neither Foresters nor Rangers but Grenadier Guardsmen who were probably down for FV 432 training at Warminster under Demonstration Battalion supervision or

AIRFIX magazine



letters to the editor

'under command' 1 WFR for exercise purposes.

'On the side of the vehicle can be seen a large black plate with the yellow figures 11A (One One Alpha) stencilled on it. This is the vehicle's call-sign and was displayed thus for the benefit of military students at demonstrations.'

Mr A. P. Folton helps narrow down the field even further by telling us that the crew of the FV 432 are actually members of No 1 Company the 2nd Battalion Grenadier Guards, four of whom he knows personally. He adds, 'The old black beret went out of use for Foot Guards during 1970-71', which dates the photograph early to mid-1970. Ed.

Dornier Do 335

AFTER READING THE review of the 1:48 scale Monogram Dornier Do 335 in the October issue, I came across several photos of various Do 335s. One portrayed an O-A with normal splinter camouflage and Heliblau 65

undersides with the codes CP+UA on the wing undersurfaces and fuselage sides. No fin number was apparent. Another shot of an O-A showed it with the fin number 105 in white on the fin.

A photograph of a V10 showed it as being overall natural metal with Schwarzgrun spinners and upper and lower fin and rudder surfaces finished likewise. No national markings except for a swastika on the tail. Code number 121 in white on top of the fin.

Richard Davies, Nuneaton.

Hawk kits

I READ WITH considerable interest Richard Shearer's excellent article on Spitfire/Sea-fire variants. In it, he makes a remark that appears to be widely believed in England — that the Hawk Spitfire 22 kit is rare. That it is not should be obvious from the following list put out by Testor Hawk. Testor reissued the listed kits some time ago, and they are widely available in most stores here. They

are from the old Hawk moulds and are identical to the old Hawk kits — excepting the decals, which are not of very good standard.

(In the following list the preceding number is Testor's reference number; suggested retail prices are approximate. Ed). 405 British Spitfire (Mk 22); 406 German Me 109; 407 US Navy Wildcat; 408 Japanese Zero (50p). 500 P-47D Thunderbolt; 501 Banshee; 504 Starfighter; 505 F-84G Thunderjet; 509 T-33 Trainer; 546 P-51D Mustang; 560 Northrop F-5A; 561 North America OV-10A; 562 Grumman Bearcat; 563 British Lysander; 564 British Gloster Jet (Javelin); 565 Cessna Skymaster (£1). 604 Corsair F4U-10; 605 Convair Dart XF-92A; 606 Republic Thunderstreak F-84F; 607 Supermarine Swift; 608 Spirit of St Louis; 609 SNJ Navy Trainer; 610 T-6 Texan; 611 Douglas SB D-5 Dauntless; 612 A-24 Attack Bomber; 613 Nieuport 17C-1; 617 Spad XIII; 618 Supermarine S6B; 619 Mister Mulligan(?); 620 Curtiss R3C-2 Racer; 621 Vought AU-1; 622 Convair C-131; 624 Skyraider F4D-1; 625 Me 163 Komet (75p).

In your March, April and May issues I noticed advertisements offering Hawk, Javelin and Swift kits for sale. These advertisements, in my mind, implied that such kits were rare. Now, I admit that the 'kit collector', as distinct from the kit builder, would only be satisfied with the original Hawk kits mainly, I have found, because the collector often rates the box as being more important than the kit. However, I feel that

Continued on page 326

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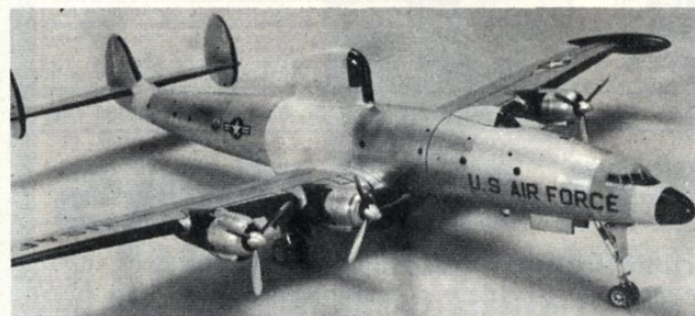
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most of your readers are kit builders rather than kit collectors. If this is the case then I feel it most unfair that a builder has to pay a large price (and I have been told of some of them by correspondents in England, eg a Spitfire 22 for £1.75 plus postage) for what he believes to be an out of production kit. R. K. Bushe, Ontario, Canada.

Many thanks for the information, Mr Bushe, which I am sure will come as a welcome surprise to many of our readers. Most of the Hawk kits are either 1:72 or 1:48 scale, and those the English modeller is most likely to be interested in — viz the Spitfire 22, Supermarine Swift and Javelin — are all 1:72. Full details of the other kits can be seen in MAP's publication *Scale Plastic Kits of the World*. Readers interested in obtaining Hawk kits should write to The Testor Corporation of Canada Ltd, Weston, Ontario, for current prices and postage rates etc. Ed.

Spitfire variants

I ADMIRE VERY much the table of Spitfire differences drawn up by R. A. Shearer in the August issue. It will be an invaluable guide to those whose reference sources are contained in innumerable magazines at the mercy of houseproud female relatives. On three points, however, I feel the table is misleading, and since all concern the lesser-known 'new wing' types, I think it is as well to set the matter right.

The table lists the Mk 22 as possessing 'Spitfire type' tail and fin and rudder, but this was not necessarily the case. Early production Mk 22s had tail surfaces similar to all Griffon variants from XIV to 21, and the Hawk model depicts an aircraft in this configuration. Certain changes in the undercarriage of the Mk 22, however, produced a different ground attitude and a take-off of the 'happy wanderer' variety. To correct this fault, the enlarged tail surfaces designed for the Spitfire were introduced to the Mk 22 production line, some earlier aircraft being so fitted retrospectively. These comments apply also to the Seafire 46.

Another feature of the 'new wing' types was that the wing was never extended or clipped. The reference on page 706 to wings 'clipped' (Mks XII-24) is therefore misleading.

The final point is one which I have never seen in print, and concerns the length of the Seafire 46. The table gives 32 ft 11 in, while J. W. R. Taylor, in *Combat Aircraft of the World*, has 33 ft 7 in. It seems to me that this variant, with choice of five-blade or contra-prop at one end and standard or Spitfire tail at the other, must have come in a variety of lengths. Indeed, I can see no reason why those examples with contra-prop and Spitfire tail should be any shorter than the 34 ft 4 in of the Seafire 47. Perhaps someone can sort that one out — and perhaps the same person, or someone else, can oblige me with the colours of the Estonian markings on wings and tail of Sopwith 2 F1 Camels in 1920?

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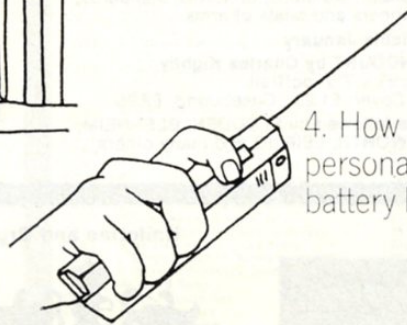


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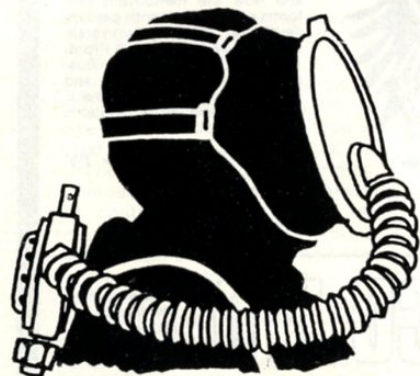
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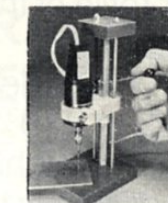
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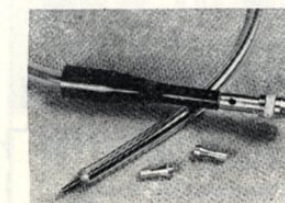
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Compiled and edited by the same team who bring you *Airfix Magazine* every month, and written by expert contributors, this latest Annual contains profusely illustrated articles on aircraft, tanks, boats, cars and railway modelling. It includes practical step-by-step modelling details and scale plans as well as hard-to-find reference material on colours, markings and operations.

For aviation enthusiasts the book begins with an account of the Hawker Harrier's current operational status with the RAF and US Marines, including modelling notes of practical value to anyone working in 1:72 or 1:24 scale. This is followed by a feature on American B-29s and B-50s based in Britain between 1948 and 1953, which includes two pages of drawings showing tail fin insignia. Alan W. Hall then gives practical modelling instructions for converting the Airfix Halifax kit into a B Mk II; Bryan Philpott describes a conversion using Airfix He 177 components to produce a 1:72 scale model of the Luftwaffe's wartime jet bomber, the Ju 287; and finally Gerald Scarborough shows how to produce a 1:72 or 1:24 scale model of the Rolls-Royce Dart powered Cavalier Mustang III.

For those who prefer wheels to wings there are two 1:32 scale conversions. First is a model of the Bentley which took part in the 1969 London-Sydney marathon, constructed from the Airfix Bentley kit; while the second model will appeal to military enthusiasts as well, since it is a conversion of Monty's Humber to a wartime wireless truck. There are also two tank conversions for military modellers, the first from the Airfix Churchill kit to the Churchill 3-inch gun carrier; the second showing how to super-detail the Airfix Tiger kit, including all internal components from engine to gun breech.

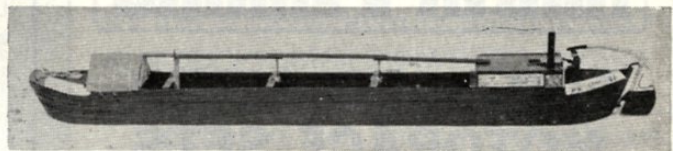
An unusual project for model soldier enthusiasts is a fine conversion of the Airfix 54mm Highlander to a Japanese Samurai warrior, while on the nautical side there are features on modelling the Airfix Cutty Sark kit in a bottle and scratch-building a canal narrow boat. An attractive little 00 gauge model of a tunnel inspection and repair wagon by Michael Andress, together with the two regular features. Pick of Photopage and Photo Quiz, complete the line-up for this year's Annual.

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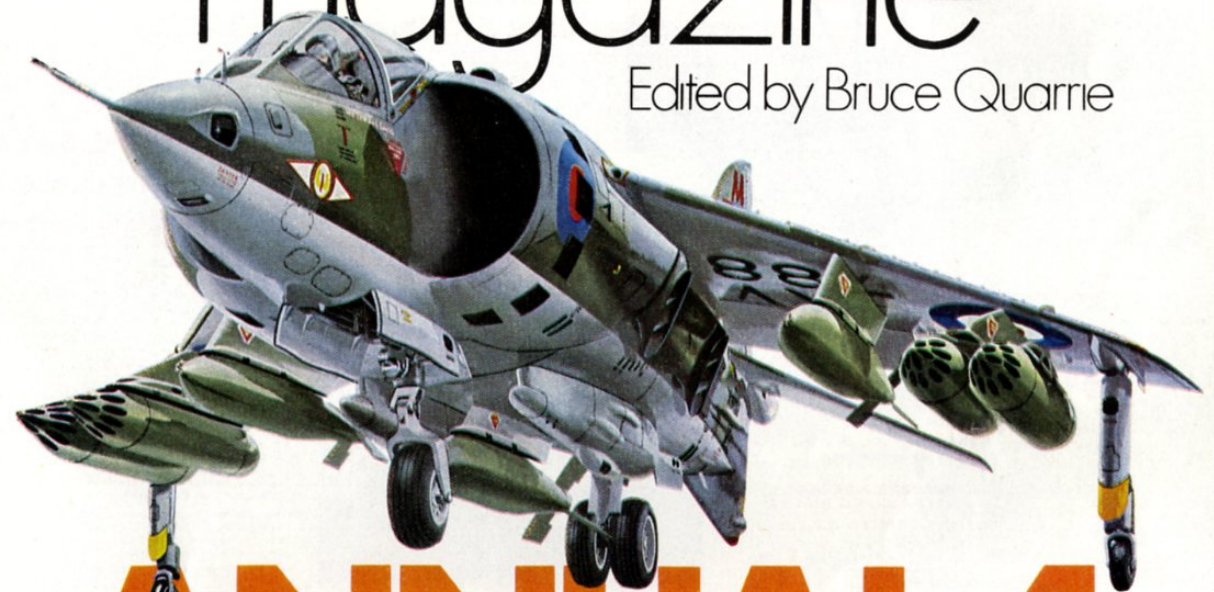
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